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No. 22,211 號壹拾百貳千貳萬第 日叁廿月捌年巳己 HONG KONG, WEDNESDAY, SEPTEMBER 25, 1929. 叁拜禮 日伍廿月玖年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS

| STATIONS | No. 1 A.M. | No. 2 A.M. | No. 3 A.M. | No. 4 A.M. | No. 5 A.M. | No. 6 A.M. | No. 7 A.M. | No. 8 A.M. | No. 9 A.M. | No. 10 A.M. | No. 11 A.M. | No. 12 M. | No. 1 P.M. | No. 2 P.M. | No. 3 P.M. | No. 4 P.M. | No. 5 P.M. | No. 6 P.M. | No. 7 P.M. | No. 8 P.M. | No. 9 P.M. | No. 10 P.M. | No. 11 P.M. | No. 12 M. |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|--------------|
| Kowloon Dep. | 6.40 | 8.05 | 8.30 | 9.15 | 10.00 | 10.15 | 1.15 | 2.31 | 3.30 | 4.30 | 5.40 | 7.35 | 8.45 | 9.15 | 10.15 | 11.15 | 12.15 | 1.15 | 2.31 | 3.30 | 4.30 | 5.40 | 7.35 | 8.45 |
| Yau Ma Tei Dep. | 6.49 | 8.14 | 8.39 | 9.24 | 10.09 | 10.24 | 1.24 | 2.40 | 3.39 | 4.39 | 5.49 | 7.44 | 8.54 | 9.24 | 10.24 | 11.24 | 12.24 | 1.24 | 2.40 | 3.39 | 4.39 | 5.49 | 7.44 | 8.54 |
| Shatin Dep. | 7.01 | 8.26 | 8.51 | 9.36 | 10.21 | 10.36 | 1.36 | 2.52 | 3.51 | 4.51 | 6.01 | 7.56 | 9.06 | 9.36 | 10.36 | 11.36 | 12.36 | 1.36 | 2.52 | 3.51 | 4.51 | 6.01 | 7.56 | 9.06 |
| Tai Po Dep. | 7.15 | 8.40 | 9.05 | 9.50 | 10.35 | 10.50 | 1.50 | 3.06 | 4.05 | 5.05 | 6.15 | 8.10 | 9.20 | 9.50 | 10.50 | 11.50 | 12.50 | 1.50 | 3.06 | 4.05 | 5.05 | 6.15 | 8.10 | 9.20 |
| Market Dep. | 7.20 | 8.45 | 9.10 | 9.55 | 10.40 | 10.55 | 1.55 | 3.11 | 4.10 | 5.10 | 6.20 | 8.15 | 9.25 | 9.55 | 10.55 | 11.55 | 12.55 | 1.55 | 3.11 | 4.10 | 5.10 | 6.20 | 8.15 | 9.25 |
| Fanning Dep. | 7.30 | 8.55 | 9.20 | 10.05 | 10.45 | 10.55 | 2.05 | 3.21 | 4.20 | 5.20 | 6.30 | 8.25 | 9.35 | 10.05 | 11.05 | 12.05 | 1.05 | 2.21 | 3.20 | 4.20 | 5.20 | 6.30 | 8.25 | 9.35 |
| Shennong Dep. | 7.35 | 9.00 | 9.25 | 10.10 | 10.50 | 11.00 | 2.10 | 3.26 | 4.25 | 5.25 | 6.35 | 8.30 | 9.40 | 10.10 | 11.10 | 12.10 | 1.10 | 2.26 | 3.25 | 4.25 | 5.25 | 6.35 | 8.30 | 9.40 |
| Shum-chun Arr. | 7.41 | 9.06 | 9.31 | 10.16 | 10.56 | 11.06 | 2.16 | 3.32 | 4.31 | 5.31 | 6.41 | 8.36 | 9.46 | 10.16 | 11.16 | 12.16 | 1.16 | 2.32 | 3.31 | 4.31 | 5.31 | 6.41 | 8.36 | 9.46 |
| Canton Arr. | 7.45 | 9.10 | 9.35 | 10.20 | 11.00 | 11.10 | 2.20 | 3.36 | 4.35 | 5.35 | 6.45 | 8.40 | 9.50 | 10.20 | 11.20 | 12.20 | 1.20 | 2.36 | 3.35 | 4.35 | 5.35 | 6.45 | 8.40 | 9.50 |

DOWN TRAINS

| STATIONS | No. 1 A.M. | No. 2 A.M. | No. 3 A.M. | No. 4 A.M. | No. 5 A.M. | No. 6 A.M. | No. 7 A.M. | No. 8 A.M. | No. 9 A.M. | No. 10 A.M. | No. 11 A.M. | No. 12 M. | No. 1 P.M. | No. 2 P.M. | No. 3 P.M. | No. 4 P.M. | No. 5 P.M. | No. 6 P.M. | No. 7 P.M. | No. 8 P.M. | No. 9 P.M. | No. 10 P.M. | No. 11 P.M. | No. 12 M. |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|--------------|
| Canton Dep. | 7.10 | 8.35 | 9.00 | 9.45 | 10.30 | 10.45 | 1.45 | 3.01 | 4.00 | 5.00 | 6.10 | 8.05 | 9.15 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 3.01 | 4.00 | 5.00 | 6.10 | 8.05 | 9.15 |
| Shum-chun Dep. | 7.17 | 8.42 | 9.07 | 9.52 | 10.37 | 10.52 | 1.52 | 3.08 | 4.07 | 5.07 | 6.17 | 8.12 | 9.22 | 9.52 | 10.52 | 11.52 | 12.52 | 1.52 | 3.08 | 4.07 | 5.07 | 6.17 | 8.12 | 9.22 |
| Shennong Dep. | 7.25 | 8.50 | 9.15 | 10.00 | 10.45 | 10.55 | 2.05 | 3.21 | 4.20 | 5.20 | 6.30 | 8.25 | 9.35 | 10.05 | 11.05 | 12.05 | 1.05 | 2.21 | 3.20 | 4.20 | 5.20 | 6.30 | 8.25 | 9.35 |
| Fanning Dep. | 7.30 | 8.55 | 9.20 | 10.05 | 10.45 | 10.55 | 2.05 | 3.21 | 4.20 | 5.20 | 6.30 | 8.25 | 9.35 | 10.05 | 11.05 | 12.05 | 1.05 | 2.21 | 3.20 | 4.20 | 5.20 | 6.30 | 8.25 | 9.35 |
| Tai Po Dep. | 7.40 | 9.05 | 9.30 | 10.15 | 10.55 | 11.05 | 2.15 | 3.31 | 4.30 | 5.30 | 6.40 | 8.35 | 9.45 | 10.15 | 11.15 | 12.15 | 1.15 | 2.31 | 3.30 | 4.30 | 5.30 | 6.40 | 8.35 | 9.45 |
| Market Dep. | 7.44 | 9.09 | 9.34 | 10.19 | 10.59 | 11.09 | 2.19 | 3.35 | 4.34 | 5.34 | 6.44 | 8.39 | 9.49 | 10.19 | 11.19 | 12.19 | 1.19 | 2.35 | 3.34 | 4.34 | 5.34 | 6.44 | 8.39 | 9.49 |
| Shatin Dep. | 7.57 | 9.22 | 9.47 | 10.32 | 11.12 | 11.22 | 2.32 | 3.48 | 4.47 | 5.47 | 6.57 | 8.52 | 9.62 | 10.32 | 11.32 | 12.32 | 1.32 | 2.48 | 3.47 | 4.47 | 5.47 | 6.57 | 8.52 | 9.62 |
| Yau Ma Tei Dep. | 8.11 | 9.36 | 10.01 | 10.46 | 11.26 | 11.36 | 2.46 | 4.02 | 5.01 | 6.01 | 7.11 | 9.06 | 10.16 | 10.46 | 11.46 | 12.46 | 1.46 | 3.02 | 4.01 | 5.01 | 6.01 | 7.11 | 9.06 | 10.16 |
| Kowloon Arr. | 8.17 | 9.42 | 10.07 | 10.52 | 11.32 | 11.42 | 2.52 | 4.08 | 5.07 | 6.07 | 7.17 | 9.12 | 10.22 | 10.52 | 11.52 | 12.52 | 1.52 | 3.08 | 4.07 | 5.07 | 6.07 | 7.17 | 9.12 | 10.22 |

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THE CENTENARY OF JOHN ADAMS.

THE MUTINEER—LAWGIVER OF THE BOUNTY.

FOUNDING A COLONY ON PITCAIRN ISLAND.

SAILORS AND THEIR NATIVE WIVES.

There are certain men in the history of the world of whom we should like to know more, and among these a high place must be given to John Adams, a British seaman, mutineer, and dictator of Pitcairn, for it is difficult to recognize in Adams those traits generally attributed to the common seamen of his period or to discover from his history any explanation of its later phases which can be deduced from the period before the arrival at Pitcairn.

There is a good deal of mystery still about the story of the Bounty mutineers and the establishment of the Pitcairn settlement, but Adams himself remains a mystery within a mystery.

Not a Leader.

John Adams seems to have been born about 1760, but for practical purposes his history begins with Alexander Smith, A.B., on H.M.S. Bounty. The name by which he is known in history was "probably" adopted later to conceal his identity with a mutineer.

It does not appear that Adams took the leading part in the mutiny of the Bounty, a ship detailed under Captain William Bligh, in the year 1788 to collect bread-fruit and other vegetable products in the Society Islands with a view to their propagation in the West Indies.

Bligh was a martinet, and eventually in April, 1789, the majority of the crew mutinied under the leadership of Fletcher Christian, overpowered Bligh, and set him adrift in an open boat with eighteen loyalists. They landed eventually at Timor.

Fletcher Christian, therefore, and not Alexander Smith, was the leader of the mutiny. Smith seems to have taken an active part as a lieutenant to Christian, and stood sentry at the captain's door before he was consigned to the boat. At least, therefore, he had made himself a marked man, and could look for no mercy if he were captured.

Three Men Hanged.

This fact influenced the future, for when the mutineers navigated the ship to Tahiti, Smith decided that it would be too risky to stay there, and he persuaded eight of his fellow mutineers to join him in an attempt to sail the Bounty to

some island where they would be more secure. They took native wives, therefore, and half-a-dozen Tahiti men for servants, and set sail. The event demonstrated his wisdom, for twelve of the mutineers who remained on Tahiti were eventually captured and three were hanged.

Of the Bounty, her crew, and her passengers nothing more was heard for nearly twenty years. Then an American captain named Folger stumbled, by accident, upon the island of Pitcairn, lying roughly midway between Auckland and Lima, and having an area of only two square miles.

It had been discovered originally in 1767, and named after the midshipman who first sighted it. Much to Folger's surprise, he found a community of thirty-five souls, speaking English and governed by Alexander Smith, who made no secret to the American of his identity. He explained that the Bounty had made the island not long after leaving Tahiti, and that they had run the ship ashore, and, having gutted her, had set her afire.

Tragedy Upon Tragedy.

Then followed a lurid affair, the exact truth of which can never be known now. Smith's tale was that, four years after landing, the natives set on the Englishmen in the depth of night, and that they murdered all of them except Smith himself, who was severely wounded. What led up to this tragedy, or whether Smith's story bore any true relation to the facts, cannot be certain.

The next event was that, probably incited by Smith, the wives of the murdered men set upon the murderers, again at night, and killed them. Adams was then left with one man, eight or nine women, and several children. He was also, it will be noted, supreme in the island.

Six years passed before the arrival in September, 1814, of two frigates commanded by Sir Thomas Staines and Captain Phipps. These had found the island again by accident on a voyage from the Marquesas to Valparaiso, for the chart showing its position was very defective. Although the discovery made by Folger had been reported, no action had been taken.

Venerable Old Man.

At the same time, Smith, who called himself John Adams, was not unnaturally alarmed by the arrival of the navy ships and supposed that they had come to take him off. He was then described as a man of venerable appearance, apparently about 60, and created altogether a most favourable impression.

"His exemplary conduct and fatherly care of the whole of the little colony could not but command admiration. The pious manner in which those born on the island had been reared, the correct sense of religion instilled into their young minds by this old man have given him the pre-eminence over the whole of them."

Another visit was paid by H.M.S. Blossom in 1825, but the opportunity of examining the old women who survived from the first occupation was neglected, and Adams' own stories varied.

An Island Dictator.

John Adams died just a hundred years ago, and edifying conclusions have been built up on his "sincere repentance." If he had his soul no crime more serious than his share in the mutiny of the Bounty, he had no very special need for repentance. What is infinitely more interesting is the speculation which can never be satisfied as to his origins and the means by which he ruled so wisely and so well.

It has been argued that he must have been a man of education much superior to that usual among common seamen of the period, for there seems ground for doubt whether force of character alone would fit a man for the task which Adams set himself so successfully and with results so remarkable.

Moreover, if we are to assume that he was a man of exceptional force of character, it would appear that there is more reason to doubt whether the events which rid him of all competitors can have been accidental. There we must leave him—law-giver, high priest, educator, stern and just magistrate.

The leadership was taken over by a man named Nobbs, a recent addition to the community who had married Adams' daughter, and Nobbs was sent home and ordained in 1832. In 1836 the community had outgrown the island, and Norfolk Island was colonized from it. The British Government took formal possession of Pitcairn in 1839.

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Diary of Coming Events.

Today.

(September 25).

Water Polo: V.R.O. "A" v.
Kowloon "A."
Queen's Theatre: "Road House."
Star Theatre: "Slaves of
Beauty."

World Theatre: "The Grandma's
Boy" and "Adventurer" (two
features).

Dinner Dances: H.K. Hotel, and
Peninsula Hotel, 8.30 p.m.

Mails: Outward for Australia
and ports (Tango Maru) 9.30 a.m.
Tides:—High: 12.38 a.m. and
2.31 p.m.; Low: 8.20 a.m. and 8.30
p.m.

Thursday.

(September 26).

Queen's Theatre: "She Goes to
War."

Star Theatre: "Girls Gone
Wild."

World Theatre: "Blue Skies."

H.K.L.B.A.: General Committee
Meeting, S.C.M.P. Board Room,
5.15 p.m.

Dinner Dances: H.K. Hotel, Pen-
insula Hotel and Repulse Bay
Hotel, 8.30 p.m.

Tides:—High: 1.36 a.m.; Low:
10.09 a.m.

European Mails:—Inward.

via Suez (Kalyan).

Friday.

(September 27).

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LONGER WHEEL BASE
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And LOWEST PRICES in their respective classes

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RIGID-FRAME "SIXER."

A PIONEERING ACHIEVEMENT.

"AROUND AUSTRALIA EXPEDITION."

It is a generally accepted fact—admitted even by foreign rivals—that the British-built motor truck is the very embodiment of the world's finest materials, workmanship and principles of design, and in the knowledge that their products are "second to none" certain British makers of commercial motor vehicles have, for a number of years, been fully alive to the possibilities of foreign and colonial trade.

Apart from the fact, therefore, that these firms now produce vehicles specifically designed for service overseas, their products have taken part in arduous and oft-time perilous expeditions in virgin parts of the Empire in order to prove to the potential buyer the superiority of British machines, and also to demonstrate the possibilities of motor transport in territories where hitherto the operation of commercial vehicles was either unthought of, or considered impossible.

Adverse Criticism.

After all, it is a matter of little consequence for any motor vehicle to give service where adequate roads exist, but the test comes when the same vehicles are required to undertake excursions into areas where formerly no transport

facilities existed, or where, at best, animal transport formed the only means of communication.

In this respect, the performance of the British-built Karrier rigid-frame six-wheeler is outstanding, and since its advent during the early part of 1923, when the Karrier medium capacity goods model competed in British War Office trials in Dorsetshire, England, this class of vehicle has forged steadily ahead, and in spite of adverse criticism and opposition from certain unprogressive quarters, it can be found to-day operating in almost every part of the world with a success which has justified the claims of even its most sanguine exponents.

Known as the Karrier "Woo" model, this type of chassis incorporates a 30/45 h.p. four cylinder engine, an eight-speed gearbox, and worm-driven rear axles supported at either end of twin semi-elliptic springs which are free to swivel on a central fulcrum-bracket attached to the frame. Designed to carry net loads of two tons across country or three tons on made roads—when it can also draw a two-ton trailer if required—this vehicle is mounted on 36 in. x 6 in. pneumatic tyres, and its ability to traverse broken ground without detriment to its own mechanism is truly remarkable.

Two Lorries.

Two machines of this type took part in what was, undoubtedly, the greatest "pioneer" journey ever attempted with commercial motor vehicles.

We refer to the successful MacRobertson Expedition which last year travelled around Australia—a distance of approximately 11,000

MOTOR NOTES

miles—in a period of exactly five months; the object of this undertaking being to test the practicability of modern transport in roadless "outback" territory, large areas of which only require means of communication to encourage settlement, and to collect first hand information for commercial and educational purposes of the conditions and potentialities of the vast, but little known, Australian hinterland.

Apart from reflecting great credit to its financier and organiser, Mr. MacRobertson, of Melbourne, whose enterprise and public spirit are well known in Australian circles, the achievement of such an expedition is of the greatest value, not only on account of the mileage covered—this in itself has significance—but because of the fact that for a great part of the journey, the vehicles, which in this case each weighed seven tons laden, had to make their own tracks through wild undeveloped country, where outside mechanical assistance was unavailable.

Obviously, many difficulties were encountered, hundreds of miles of sandy and "gibber" plain had to be negotiated, treacherous swamps, creeks and water courses had to be crossed, whilst mountain ranges and endless miles of roadless country never previously attempted by heavy vehicles also had to be traversed.

Personnel of the Expedition.

How far, one might ask, would a four-wheeler have travelled on such a route?

Before referring to some of the trying, yet interesting, episodes of the journey it should be stated that the personnel of the expedition comprised twelve members, under the leadership of Mr. W. Dunkerley, who had charge of a previous expedition across Australia in 1923, and the six-wheel vehicles—named "Burke" and "Wills" after the famous explorers who set out, but failed to cross the continent of Australia in 1861—were fitted with bodies specially constructed to accommodate petrol, oil and water tanks, along with lorry spares, wireless transmitting and receiving apparatus, cinematograph machines, rifles, stretcher beds, cooking utensils and all the various paraphernalia required for a trip of this description, whilst the route taken was from Melbourne westwards to

Adelaide, Coolgardie (famous for the great gold rush of 1892-3 and again in the "timberline"), Perth, northwards via Port Headland and Broome to Derby, eastwards via Newcastle Waters to Townsville, and down the Queensland coast to Brisbane, thence to Sydney and back again to Melbourne.

During the early stages of the journey, the "going" was comparatively easy, and apart from occasional delays through the trucks becoming bogged in loose soil, no trouble was encountered. Serious delay threatened, however, in crossing the treacherous Pardoo Swamp, in Western Australia. The dead weight of the vehicles had been increased by taking on a full load of petrol and oil for the long trek around the coast to Broome, and the feelings of the party can be imagined when unexpectedly both vehicles sank to their bodies in the mile-wide morass.

Claypan Crust.

To the eye, the surface was level and inviting, but, as experience showed, the baked claypan crust was only a thin, insidious "trap". Undaunted, however, the intrepid pioneers set to work improvising a track, 300 yds. long, and although this occupied two valuable days, their efforts were rewarded by seeing the trucks extricated from their precarious position.

Equally trying, if not so dangerous, was the journey between Broome and Derby, where soft loose sand was encountered in such large quantities that it took five days to cover 300 miles, whilst one day, owing to hard going, only 15 miles progress was made. Literally, there is no bottom to sand of this nature, and it was here that the foresight of carrying 50 ft. strips of cocoanut matting was rewarded. The use of these artificial tracks, although tedious, was worth while, inasmuch as bad sections up to six miles in length were mastered without mishap or damage to the vehicles, although one cannot help thinking how the difficulties of the party would have been mitigated had endless creeper tracks—of the type now supplied for use under these extreme conditions—been available.

The crossing of the Burdekin River in Queensland fully proved the capacity of the six-wheelers. No heavy truck had previously "made" the crossing, but after a

three hours' effort "Burke" and "Wills" with their wheels alternately slipping and gripping, forced their way across and up the opposite bank regardless of all obstacles.

Run to Schedule.

From this it will be seen that soft or loose ground surfaces were the only factors which caused the expedition any appreciable delay, but as it was always found possible to make up lost time, the vehicles ran to schedule throughout.

For the benefit of people living "outback," moving picture shows, wireless and gramophone concerts were held, and these were greatly appreciated on all occasions by both black and white, many of whom travelled from 50 to 100 miles to attend the entertainments. The wireless amazed the aborigines!

Although much wild country was passed through, none of the party were in the least troubled by blacks, and guard was never kept. Hundreds of crocodiles were seen in the vicinity of Derby, West Australia, and kangaroos, emus and wild turkeys were plentiful. The Queensland "roads" between Gympie and Brisbane were found to be the worst which the expedition had encountered.

At one place just outside Proserpine it was necessary to pass under a railway bridge only 7 ft. high from the "roadway"! Naturally the latter had to be dug away to allow safe passage for the trucks, a layer of earth 2 ft. deep having to be removed.

Strange Coincidence.

It was a strange coincidence that when nearing Melbourne on the day of their return, the expedition—travel stained and covered with the dust of every State in the Commonwealth—halted for a short time on the Sydney road just at the particular spot from which the ill-fated explorers, Burke and Wills, started out sixty-eight years ago.

All were unanimous in the view that the journey had been a won-

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derful experience, and that the MacRobertson Expedition—the first to encircle the continent with heavy motor vehicles—had demonstrated the practicability of this type of transport even in the outmost parts of Australia.

Regarding the vehicles themselves, it is noteworthy that throughout the whole twenty-two weeks' journey—covered at an average rate of 500 miles per week—the only replacements made were a few bolts and springs, while "Burke" the leading truck never had its cylinder head removed from start to finish.

Considering the loads carried and the surfaces negotiated, the six-wheelers were unexpectedly light on spares—Australian-made Dunlops—and thanks to the arrangements made by the Shell Oil Company, no trouble was experienced with fuel supplies, the average consumption of petrol for the whole journey having worked out at three miles (or 42 ton-miles) to the gallon.

Borrowing the words of Sir S. Morell, Lord Mayor of Melbourne, who received the party on their return:—

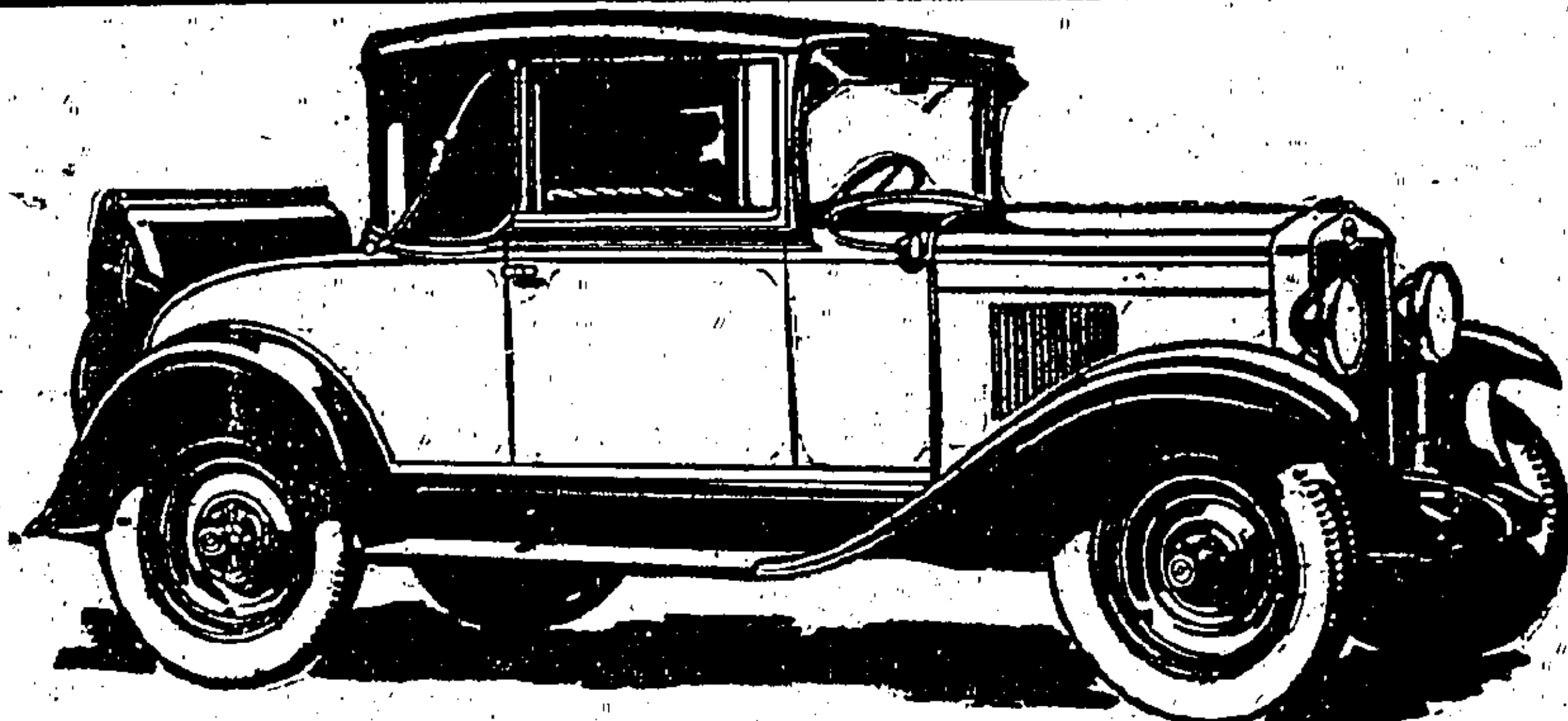
"The expedition proved the suitability of the six-wheeler for Australian conditions, and the fact that the vehicles were able to arrive on time at practically every part of the route, is a triumphant justification of British methods of motor manufacture."

Pioneer journeys of this description have, indeed, a national value, and in view of the truly remarkable performance of the two Karrier six-wheelers, the slogan, "BUY BRITISH, IT'S BETTER," should have greater significance than ever to every user or potential user of motor transport.

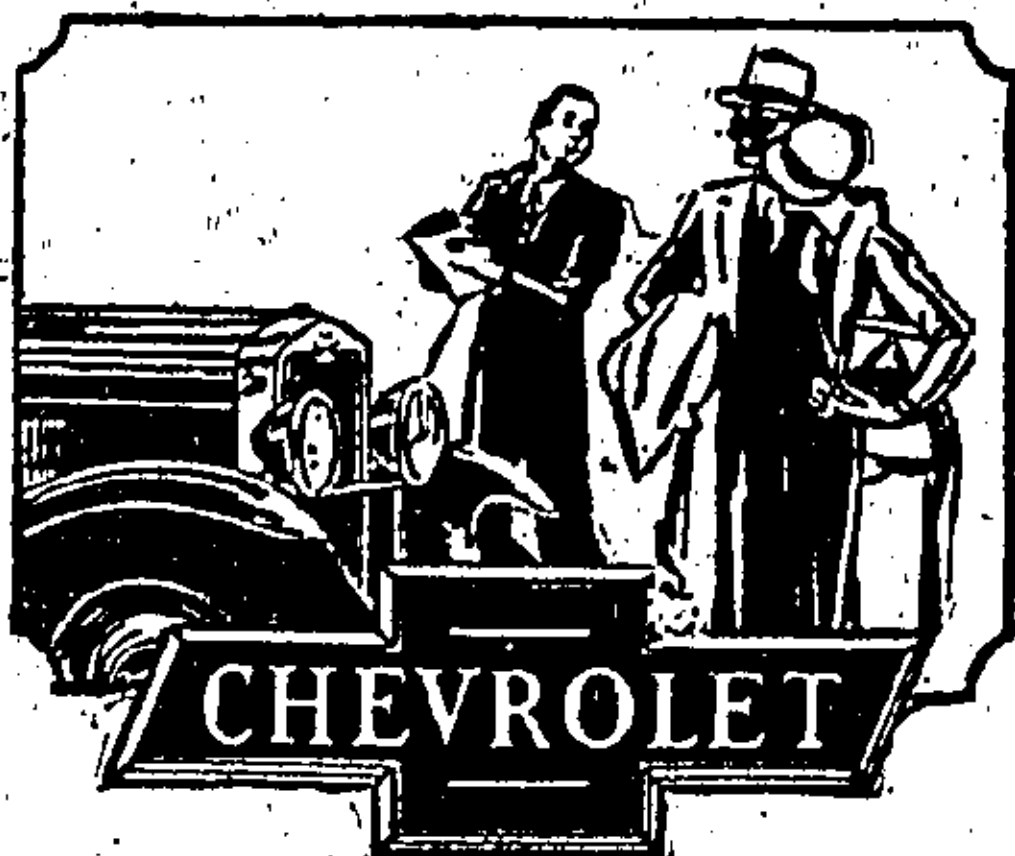
FOR A FAMOUS RAILWAY.

The London, Midland & Scottish Railway, who are at present going in very largely for road transport, have recently placed an order with the Albion Motor Car Co., Ltd., of Glasgow, for 10 of their Viking coaches. Two of these are of the bonnet type, seating 28 passengers, the remaining eight being of Overtake construction, with seats for 31.

It will be recollected that the Albion Viking Six embodies an efficient six-cylinder engine rated at 38 h.p., but actually developing over 50. Albion Viking coaches are, of course, very popular throughout the country.



It's a favourite
with women



So Beautiful—So Easy to Operate—So Economical

WHEN YOU SEE this New Chevrolet, Madam, you will understand why it has met with instant favour with women drivers in all parts of the world. Fisher body craftsmen have provided not only good looks—but luxurious comfort—and refinements that have heretofore been obtainable only in higher priced cars.

WHEN YOU SIT at the big, handsome wheel and feel how easy it is to guide the car at your slightest command—how smoothly the clutch works—how easily and surely the four-wheel brakes respond to a slight pressure of your toe—how convenient the gear shift lever is—how smoothly the gears mesh—you'll be provided with further evidences for the unprecedented popularity of the New Chevrolet among women like yourself.

AND WHEN YOU DRIVE it—and note the tremendous power and flashing acceleration and speed at your instant call, you'll want to own it.

And when this car provides as well such a revelation in economy of purchase and upkeep—is it any wonder that it is such a favourite? May we take you for a ride to-day?

The Outstanding Chevrolet of Chevrolet History

"Ready for Delivery."

TOURER...G. \$790. SEDAN...G. \$980. ROADSTER...G. \$790. 1½ TON TRUCK CHASSIS...G. \$755.

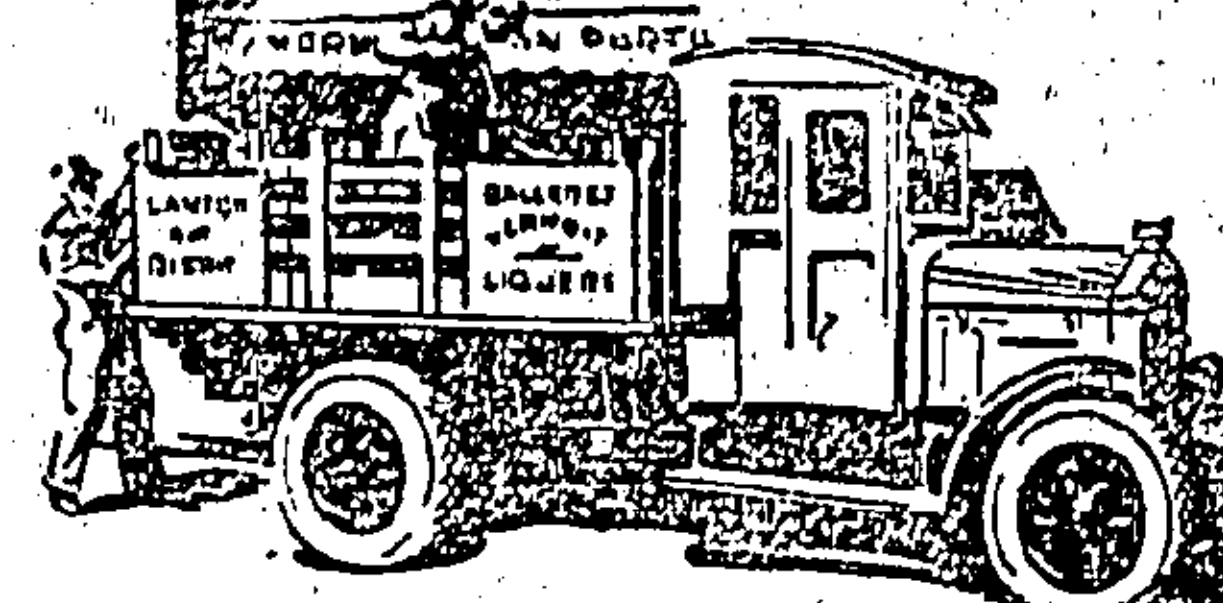
THE HONGKONG HOTEL GARAGE

25, Queen's Road Central.

Tel. No. C. 4759.

The New Chevrolet Coach upholstered in blue Corduroy.

Your Goods
Will
Get There!



Perhaps no factor in modern business is of more importance than assured delivery of the goods.

If you transport by motor van or lorry, your best assurance of deliveries on schedule, so far as your tyres are concerned, is to fit Goodyear Pneumatic Tyres.

They are made strong and active—strong to resist the troubles that impair ordinary pneumatic tyre performance; active, to sustain scheduled speeds.

Their bodies are thewed and sinewed with extra-elastic, extra-durable SUPERTWIST Cord, developed and perfected by Goodyear to meet the specific requirements of present-day carriage on pneumatics.

Their tread is the powerful, slipless All-Weather Tread, famous for traction and safety in any going.

For punctual motor transport, fit reliable Goodyear Pneumatic Tyres.

GOODYEAR

3-28-29

DISTRIBUTORS:

ALEX. ROSS & CO. (China), Ltd.

Prince's Building, 2nd Floor.
Telephone: C. 27.

HONG KONG.

Kowloon Service Station.
Telephone: K. 1486.

MOTOR NOTES

STUDEBAKER RECORDS.

ONE-FOURTH OF WORLD'S TOTAL.

30,000 MILES AT 68.36 M.P.H.

Studebaker's famous President Eight-to-day holds one-fourth of all official world records, in addition to holding more international and world records combined than any other make of stock automobile, according to Mr. H. S. Welch, President of The Studebaker Pierce-Arrow Export Corporation.

"Proof of this statement may be found in the tabulation of official records in the April 15 issue of *Revue Internationale de l'Automobile*, official organ of the International Automobile Association of Recognized Automobile Clubs (Paris), by which authority all official world and international records must be confirmed," he said.

Status Increased.

"Since this issue of the publication, two new world records have supplanted the old ones, but these in no way affect the status of The President. The new records are those established by Major H. O. D. Segrave when he drove his 'Golden Arrow' to new kilometer and mile records at Daytona Beach.

"The listing of official records reveals much interesting data. When a fully-equipped, officially certified stock President Roadster flashed 30,000 miles in 26,328 consecutive minutes at an average speed of 68.37 miles per hour for the entire distance on the Atlantic City Speedway last year, it established the greatest mark for endurance and speed in all automobile history. Four Presidents shared in this outstanding feat. Each covered the 30,000 miles in less than that number of minutes. The President's feat, quoting the report of the I.A.R.A.C., was the greatest record for any class of car for all time."

"Only three other standard makes of automobiles have a share in the world records, the report shows. Facts concerning them reflect additional credit on The President.

"One of the three is a Panhard, a French make. Panhard is credited with holding the 50-mile world record. The car which established this mark, it is reported, was specially rebuilt for the purpose, light moving parts being fitted, special carburetor and other important features.

Memorable Feat.

"The Bentley car, holding the 200 kilometer and 200 mile records, was a standard chassis, the current list price of which in England, where it is manufactured, is almost three times that of The President Roadster! The body is extra. The A.C. car, also of English make, with which Mr. and Mrs. Bruce hold the 4,000 mile, 5,000 mile, 10,000 kilometer, and 15,000 kilometer records, was a standard chassis, listing at approximately the same price as the President Roadster complete with body. This car was fitted with a special streamline body, however, when it captured its records.

"All remaining world records have been set by specially built racing cars, some costing tremendous sums and built especially to maintain excessive speeds over comparatively short distance.

"All these significant facts when taken into account, make the President's feat a really memorable one, especially when it is remembered that the cars which won the record were strictly stock models, exactly like those sold by Studebaker dealers all over the world," he concluded.

"Studebaker is justly proud of the world beating achievement of its President, for by this feat, Studebaker won 17 world, 23 international and 115 official American stock car records. Its world records are as follows:—10,000 miles at 68.81 m.p.h.; 15,000 miles at 68.59 m.p.h.; 20,000 miles at 68.54 m.p.h.; 25,000 miles at 68.47 m.p.h.; 30,000 miles at 68.36 m.p.h."

(Continued at foot of next column)

MOTORISTS' PATRON SAINT.

BLESSING CARS ON ST. CHRISTOPHER'S FESTIVAL.

NOVEL SERVICE IN LONDON.

The enterprise of the motor-car accessory dealers has made many persons formerly unacquainted with hagiology familiar with the image and legend of St. Christopher. As the patron saint of travellers and wayfarers generally, he has inspired the designers of many car mascots. He is usually represented, in accordance with the legend, bearing the Christ-child through surging waters to safety.

The feast of St. Christopher fell on July 25 and, the Sunday following being within the octave of its observance, the Rector of the City parish of St. Michael Royal, College-Hill (Canon Bullock-Webster), conducted a solemn blessing of motor-cars and bicycles in connexion with the morning service at eleven o'clock.

Arrangements were made for parking cars in the neighbourhood of the church. A procession of clergy and acolytes was formed after the service, and vested in cope the motor proceeded to the act of blessing, invoking the prayers of St. Christopher and asking Divine protection for all who shall travel in the vehicles ranged before the church.

St. Christopher, who is venerated in both East and West, is said to have lived in Syria and suffered martyrdom under the Emperor Decius (249-251). It is related that he was 18ft. high and of prodigious strength. In his pride he swore to serve only the mightiest on earth,

(Continued on next column).

records at 110.424 k.p.h.; 30,000 kilometers at 110.399 k.p.h.; 35,000 kilometers at 110.245 k.p.h.; 40,000 kilometers at 110.180 k.p.h.; and 45,000 kilometers at 100.894 k.p.h."

SEEING THE COUNTRY.

Many motorists who use their cars for holidays, confine themselves to the main roads through lack of information, or through a dislike of studying the map. In this way they fail to derive the fullest enjoyment from motoring. The British Automobile Association has made a special study of the subject, and is in a position to advise motorists how best to avoid monotony by varying the route.

For a large number of centres, "day drives" have been prepared by the A.A.; equipped with one or more of these booklets, according to the locality in which he proposes to stay, the holiday maker can break away from the main roads and discover the fascination of the by-ways. Not only are the routes in these "day drives" given in detail (having been specially surveyed), but a simple map and information about all points of interest is included.

Even in journeying to and from one's holiday ground, a change of route is desirable, and here the A.A. itineraries can provide alternatives. One would not desire to travel from Exeter to London on by-ways, but it is always more interesting to go by one route and to return by another.

and became the Devil's servant. He was converted to Christianity, according to legend, by a vision of the Devil trembling before a crucifix. For penance he undertook to carry pilgrims across a stream. One day Christ came to him in the form of a child to be carried over. The burden grew heavier with every step. Presently the child said: "Marvel not, Christopher, for in bearing Me thou hast borne all the sins of the world."

The saint is usually represented leaning on a staff and straining every muscle to support the tiny child on his shoulder.

It goes on and on . . . and on

Have you ever watched water gliding smoothly and effortlessly beneath a bridge, never checking, never stopping but going on and on? That is how an Austin travels.

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.

These models of the Austin 7 are ready for immediate delivery

Tourer \$1,425
Coupe \$1,690
Saloon \$1,690

The Austin Seven

ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building.

Service Stations & Showrooms:

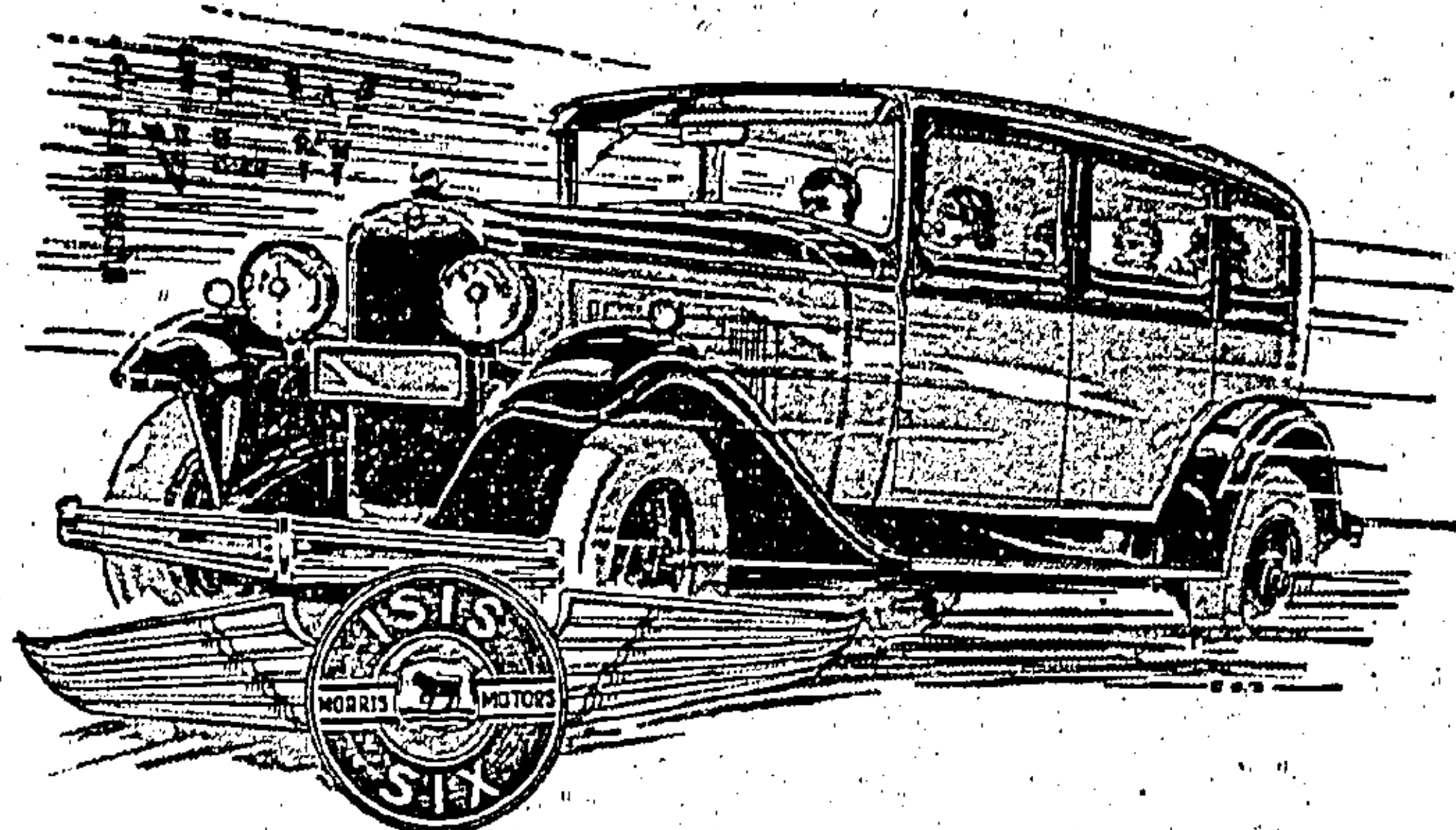
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Builder of Champions

Leads in Performance and Eight Cylinder Sales



This Isis Six!

THIS embodiment of swift and tireless energy—an inspiration of fine coachcraft and perfect travel-ease; eager, smooth-flowing power, ready response to handy controls, charming cellulose colour harmonies, world roadability; in fact all the most exciting could desire is yours in this sparkling, up-to-the-minute creation of the Morris Factory, greatest in Europe.

Eighteen H.P. (R.A.C.) valve-in-head engine. Internal expanding hydraulic four-wheel brakes, one-piece creakless body and chassis construction, low hung, yet with ample clearance. High-gear performance from a crawl to the sixties.

Deliveries from Oxford, England, now being made. Ask your Dealer for a trial run. Your order placed now will ensure early delivery.

THE MORRIS SIX

£378.

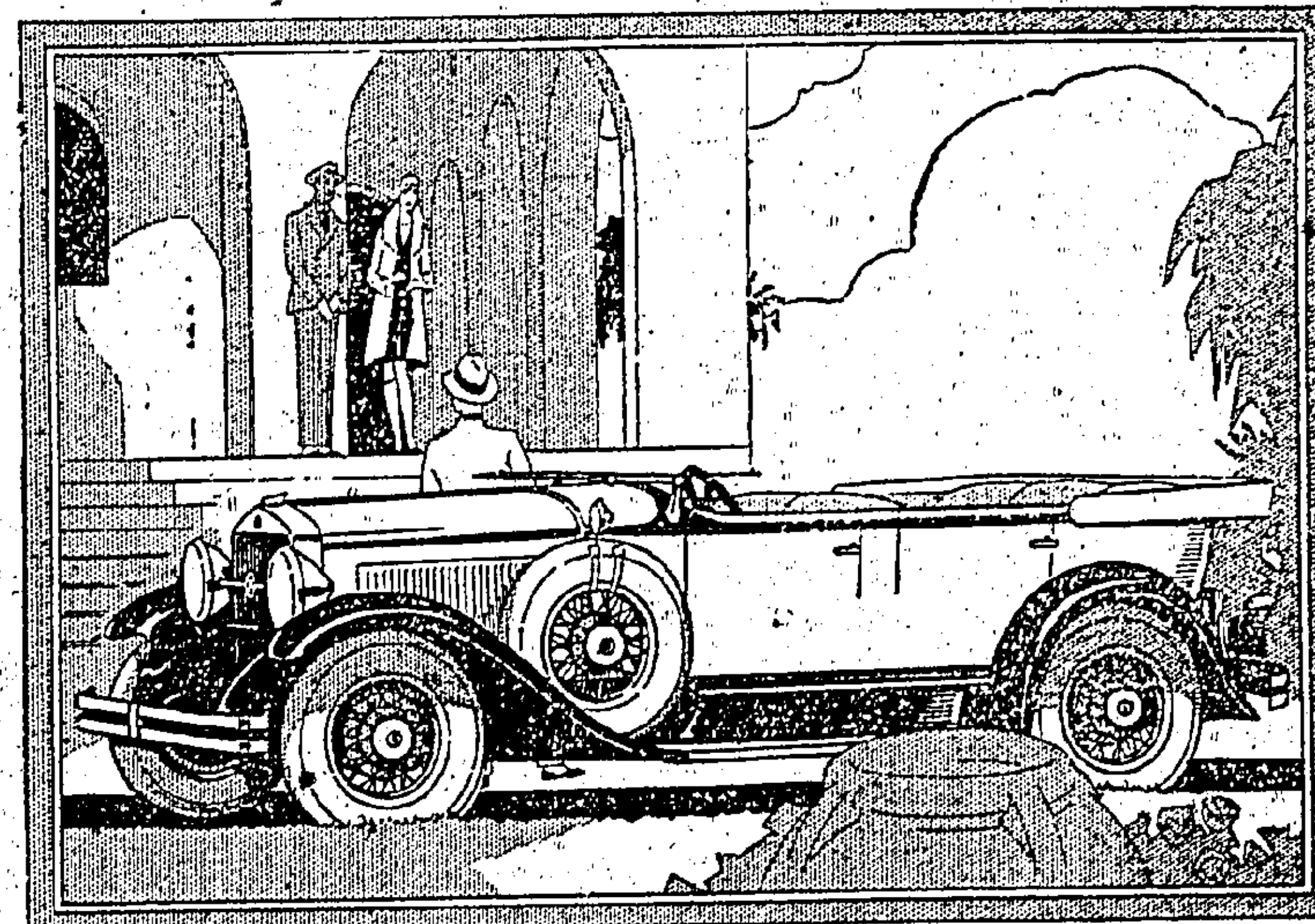
THE HONGKONG HOTEL GARAGE
(HONGKONG AND SHANGHAI HOTELS, LTD.)
HONG KONG.

PRODUCT OF MORRIS MOTORS (1926) LTD.



CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

M.P.A. 18



STUDEBAKER'S NEW COMMANDER REGAL TOURER FOR FIVE—Straight eight engine, Six wire wheels, ball bearing spring shackles, hydraulic shock absorbers and folding luggage grid, standard equipment.

STUDEBAKER sells more eight cylinder cars than any other manufacturer in the world. And in performance, Studebaker holds more official speed and endurance records than all other manufacturers combined—including every official American stock car record and 11 world records! Studebaker's leadership is strikingly exemplified in this distinctive new Commander Tourer. Its spirited straight eight power

is of the famous Studebaker championship strain. A costly double-drop frame makes possible greater lowness and steadiness—advanced engineering, remarkable economy. Side curtains may be used as windbreaks even when hood is lowered.

Built to Studebaker's exacting standards, this new Commander is worthy of your admiration—and possession. Come in—see it—take it for a trial run today!

Studebaker also builds the World Champion President Eight ... The Director Eight and Six ... and The Erskine Six. Each is backed by a 12-month guarantee.

PRICES RANGE FROM H.K. \$2,320 TO H.K. \$4,140.

THE HONG KONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL

TELEPHONE

CENTRAL

4759.

Quite naturally,

the man who knows that appearance does count selects a

Henry Heath Hat

with the certainty that by so doing he secures advantage of style, quality and durability.



The "SNAP" (Regd.)

Finest fur felt, adaptable to any shape of brim, suitable for sports and ordinary wear. Useful shades of greys, browns and buffs.

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ALEXANDRA BUILDING. DES VOEUX ROAD

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WHITEAWAYS

MEN'S "SAXONE" SHOES

BRITISH AND BEST

OVER 400 PAIRS JUST ARRIVED.

ALL SHAPES AND SIZES



Buy Saxe Shoes for foot comfort. Made by British craftsmen and moulded to cover foot and ankle in smooth embrace.

NOTE

\$18.50

REDUCED
PRICES

TO
\$25.00

MEN'S OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.

DIFFICULT DECISIONS

By GLUYAS WILLIAMS



ONE OF THE GRAVER FAMILY PROBLEMS:
WHETHER TO LET THE BABY SLEEP AND BE LATE
WITH HIS BOTTLE, OR WHETHER TO WAKE
HIM UP AND HAVE HIS BOTTLE ON TIME

(Copyright, 1929, by The Bell Syndicate, Inc.)

1/30

THE SWATOW
AFFAIR.

ANOTHER VERSION.

The N.C. Daily News has been waiting for some further particulars of the recent Swatow incident, the first story of which made it appear that the British Consul at that port, had not done all that he might have done to uphold the rights of a British subject. This story first appeared in the Daily Press, and we quote the following version of the facts (and comment) from our Shanghai contemporary: "Such information has come to hand through a British resident in Swatow, and we are glad to state that it places Mr. Major, the Consul, in an entirely different light. It will be remembered that a British subject's dog got into a fight with some wonks and one of the latter was killed. The latter was then set upon by a mob, somewhat severely injured and eventually taken off to the Chinese gaol, where he was locked up for the night under distinctly unpleasant conditions. The next day there was an exorbitant demand for compensation, the British Consul was called, there was considerable argument, and the Consul is alleged to have closed it by saying: 'Come on man, pay them \$50 and settle it. I can't stay here all the morning.' This the victim did. Then the real trouble began."

Life in a Small Port.

"Now, the gentleman from whom we have received further information very fairly states that the story as summarized above is probably correct so far as it goes, even to the Consul's statement—or something approximating to the words he is said to have used—but there are qualifications which give the matter a different aspect. In the first case, the Swatow foreign community is very small—the British Chamber of Commerce, for instance, only numbers five—and no one will need reminding that in such communities, where the sameness of things and constant association with a mere handful of one's own people becomes monotonous, the most trifling disagreements are magnified until they become actual feuds, which may even last for years. Such, we are told, is the state of affairs in Swatow—not as a result of this last incident, but dating back for a long time—and the little group of British residents is sharply divided into two camps. Furthermore, the owner of the dog is described as somewhat hot-tempered. The facts as published hitherto were given out by one of his party. We quote this explanation as given us, as an indication of the general background to the episode."

At the Police Station.

"Our information now is that, when the Consul was called in, he did his utmost, in a general argument conducted in Chinese, to secure a settlement on amicable terms. Little headway was made, and finally the Consul put the direct question as to whether the owner of the dog would like the matter settled there and then, or would he prefer that it was taken up in the Consular Court. The argument was renewed, and, when the owner of the dog noted that it was not veering in his favour, we are told that he took it out of the hands of the Consul and himself engaged in a hot debate with the Chinese Chief of Police. After much of this, the Consul made some such remark as that attributed to him, in which connection it might be mentioned that the late Lord Curzon, in Parliament on a certain occasion, (Continued at foot of next column.)

MISSING MAIL RUMOURS.

DISPROVED BY OFFICIAL STATEMENT.

Rumours that the Siberian mail sent from Hong Kong on July 8 had gone astray are discounted by local Post Office officials who state that the mail, which went to Shanghai on the a.s. President Jackson, was diverted at the northern port and sent via the Pacific route. Communications passing between the Hong Kong postal authorities and their Shanghai colleagues established the fact that Siberian mails sent from this Colony from July 6 to July 12 were forwarded via America. It was further stated by an official that the G.P.O. in London would have cabled the Postmaster-General in Hong Kong if the mail had not reached its destination. So it can be safely regarded as a certainty that the rumours concerning the "missing" mail are groundless.

exploded with—"D—the electors—not, of course, meaning anything of the sort, but simply being worried into an unfortunate expletive, of which his political opponents later made much capital."

A Tribute to Mr. Major.

"So far as Mr. Major is concerned, we are informed that he is in every way an admirable Consul, that he is most attentive to all the interests of his nationals, and that he is distinctly capable and successful in his dealings with the Chinese. It might be added that Shanghai could provide numerous instances—and other ports could do the same—where, in cases of petty squeeze or annoyance by Chinese officials, Consuls, with every willingness and intention to help, have advised their nationals to pay up rather than have an incident drag on indefinitely and probably lead the victim into greater troubles."

An Unanswered Question.

The above version of the incident, described by the N.C. Daily News as a "vindication of the Consul," completely ignores the fact that the British subject was arrested by the Chinese police, and detained in custody until the following day. It is admitted that the original version of the incident as published was "probably correct" so far as it goes, but it is asserted there are "qualifications" which give the matter a different aspect. What are these "qualifications?" Simply that the British community in Swatow is very small, is divided into cliques, which nurse feuds against each other, and the owner of the dog is alleged to be "somewhat hot-tempered." We do not see that these "qualifications" give the incident such a completely different aspect as the N.C. Daily News believes. The main facts remain unchallenged—whether the British community at Swatow is a happy little family or not, and even if some of its members are hot-tempered—that a British subject was beaten by a crowd of men armed with sticks, was arrested by Chinese police, and detained in gaol all night. The version of the incident given to the N.C. Daily News does not deny these facts, nor does it state that the Consul made any protest against the arrest and detention of one of his nationals. This is a point which has nothing to do with personal animosities alleged to exist between various members of the British community in Swatow. The issue is—did the Consul protest against the arrest of one of his nationals, and demand his release as a preliminary to the discussion of compensation for alleged loss and injury?

SAMPAN GIRL
RESCUED.

PLUCKY ACT OF YOUNG CHINESE.

MODEST HERO'S ESCAPE.

An extraordinary occurrence took place near Blake Pier yesterday when a sampan girl slipped on the roadway and rolled into the harbour. She fell into a large fishing net and, in her struggles to free herself, became hopelessly entangled and was in danger of drowning.

A well-dressed Chinese youth, who appeared to be a member of the student class, jumped into the water from the Praya, to her assistance. He succeeded in freeing the girl but was himself caught in the net. Although he made frantic efforts to get clear, he was unable to do so and was entangled in such a manner that his head was held below water.

Fortunately, the sampan to which the girl belonged came upon the scene. She clambered aboard, none the worse for her ducking, and then the sampan mistress hoisted the young man—net and all—aboard.

When the sampan reached the steps of Blake Pier, the young rescuer pushed his way through the crowd of onlookers and jumped into a public vehicle.

"I don't wish to say anything and I refuse to give my name. It was nothing," he said modestly to a Daily Press representative as the car moved off.

The sampan crossed the harbour to the Kowloon side but the fishing net, which was originally suspended over the edge of the Pier, was left on the steps of the Pier, the owner apparently not caring to take possession of it.

SIND RELIEF FUND.

FURTHER DONATIONS.

The secretary of the Sind Flood Relief Committee offers sincere thanks to the under-mentioned generous donors, who have subscribed to the above fund, and trusts to receive further contributions:—

| | |
|--------------------------|--------|
| D. Chellaram | 151.00 |
| S. S. Chellaram | 51.00 |
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| An English Friend | 101.00 |
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| W. Assomull Silk Store | |
| Charity Box | 12.50 |
| Pioneer Silk Store | |
| Charity Box | 30.95 |
| D. Chellaram Charity Box | 27.90 |
| G. Shandas | 55.00 |

Previously acknowledged \$1,193.90
Total \$1,798.20

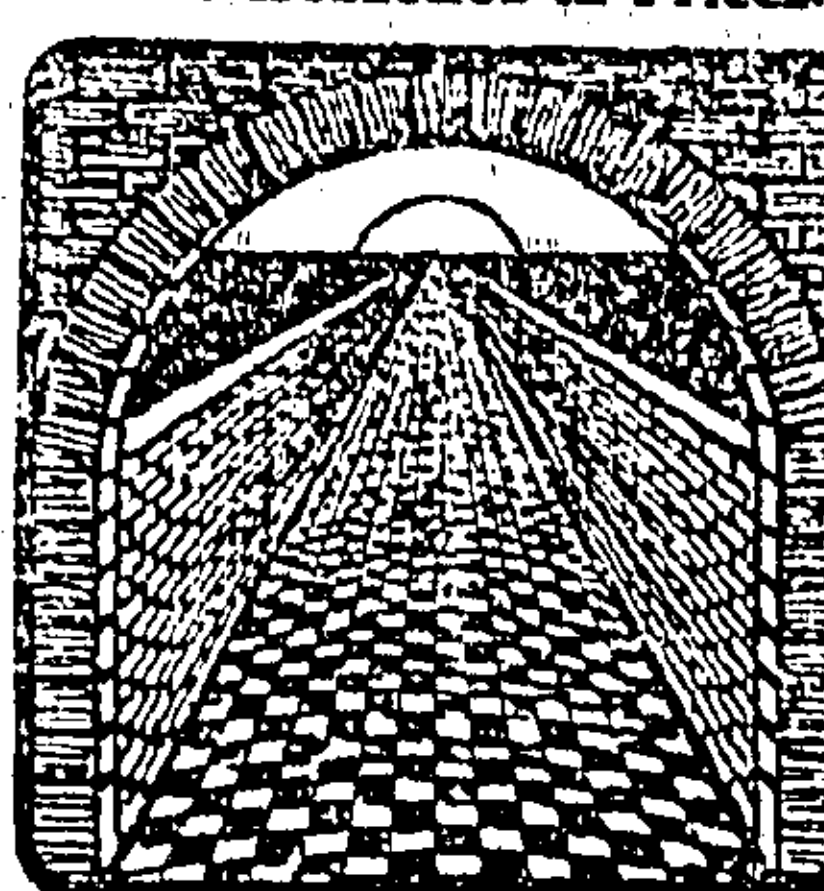
KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton—

Note Reduction in Prices.

Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

Delivered to Peak District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Pokfulam Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

For Price Apply to

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

HUMOUR: ANCIENT AND MODERN.

Little June was running across the floor that a neighbour was washing. The neighbour placed her in a chair and told her to make believe that she was in a boat and would get wet if she got out of the chair. June sat quietly for a while, then began to run back and forth across the floor.

"Oh, Junie," said the neighbour, "you will get wet." June, using more imagination, replied, "Oh, no, I have on my bathing suit."

Wealthy but careful gentleman to friend, who is impecunious, and calls to ask for a loan of \$1000. "Well, and what security have you?"

The caller slaps his chest as pledge of personal honour. "Very well (opening safe), please step in here; that's where I keep my securities."

In an effort to encourage the reading of good literature by young

members of the Victorian police force, the chief commissioner, General Blamey, has established a well-stocked library at their barracks.

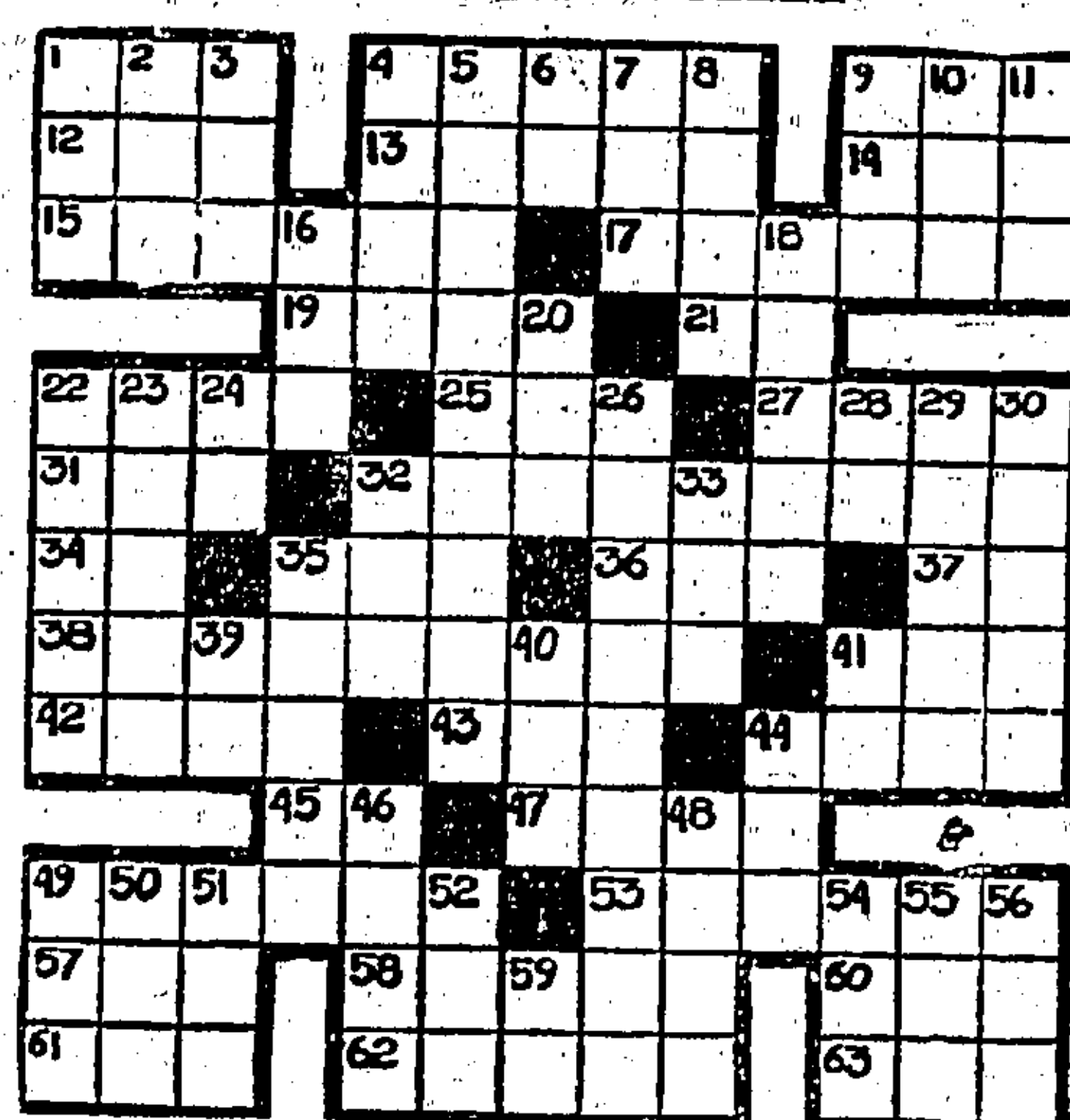
Recently a new librarian, in the person of a stockily built youth from the country, who had just joined up, was approached by an enthusiastic reader. "Have you got 'The Pickwick Papers'?" he was asked.

"No, sir," he replied. "We only get the three morning papers."

Visitor: "I understand you have a circulating library?" Native: "We have, sir, but you're just too late. That young lady's only this minute borrowed it."

Mistress (engaging maid): "And have you any religious views?" Maid: "No, ma'am, only a couple of postcards of Southend."

CROSSWORD PUZZLE.



Horizontal.

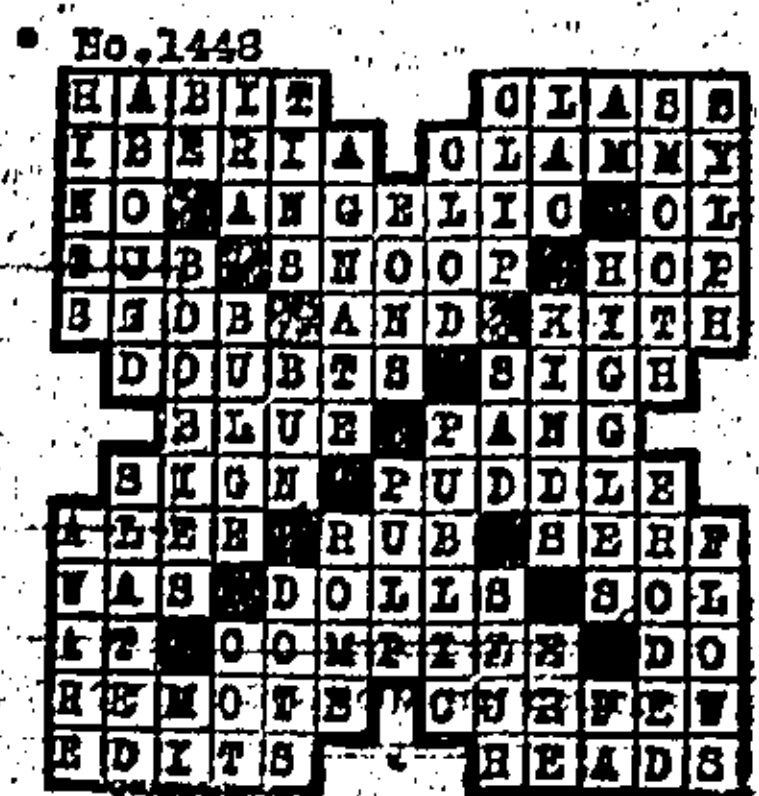
- 1.—Concealed.
- 4.—Feat.
- 9.—A wag.
- 12.—Anger.
- 13.—The defeated one.
- 14.—Aviator.
- 15.—Ancient shoe.
- 17.—Prejudices.
- 19.—Inspired respect.
- 21.—Belonging to.
- 22.—To praise.
- 27.—To regret.
- 28.—A gem.
- 31.—Demon.
- 32.—Refuge.
- 34.—To leave.
- 35.—To slog.
- 36.—A lubricant.
- 37.—Therefore.
- 38.—Violent storm.
- 41.—Weight unit.
- 42.—Woody plant.
- 43.—Self.
- 44.—Vast ages.
- 45.—Part of "to be."
- 47.—Persian poet.
- 49.—Old-fashioned cloak.
- 53.—Peaceful.
- 57.—Metaliferous rock.
- 58.—Fad.
- 60.—Mouths.
- 61.—Wager.
- 62.—Detests.
- 63.—To marry.

Vertical.

- 2.—Love affair.
- 24.—Higher.
- 26.—To restrict expenditures.
- 28.—Father.
- 29.—Malicious burning.
- 30.—French seaport.
- 32.—So. American monkey.
- 33.—To unite.
- 35.—Entertainment.
- 36.—Prefix again.
- 40.—In the past.
- 41.—Part of infinitive.
- 44.—Before.
- 46.—A large amount.
- 48.—Greek war god.
- 49.—Riotous assemblage.
- 50.—Part of "to be."
- 51.—Seine.
- 52.—A constellation.
- 54.—At this time.
- 55.—Wrath.
- 56.—Unchivalrous person.
- 59.—By.

This puzzle took 24 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.



RUN ON CANTON BANK.

MERCHANTS REFUSING NOTES.

WAR SCARE GROWS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 24. Grays apprehension is felt in local business and financial circles as a result of the political disturbances going on in Hupeh and other parts of China. In spite of repeated Government assurances and warnings, the merchants in Canton are again refusing to accept Central Bank of China notes. They state that they have no purchasing power, and are useless as currency. Consequently, customers are obliged now to tender whole banknotes as payment, as otherwise the merchant says he has no change and hands back the note. If, however, a whole banknote is offered, the merchant has no choice but to accept it. If he were to refuse to accept it, he would probably be arrested as a "reactionary."

BANKS "STORMED."

The Central Bank of China in Canton and its two branches on Wing Hon Road and the West Bund are to-day jammed with people clamouring to have their paper money exchanged for silver. There are queues forming outside Government Depository on the South Bund, showing conclusively how the panic has spread.

At present no restriction has been placed on the amount redeemable at one time, provided that it is under \$300. But for anything over that figure a written request must be presented to the Bank, and must bear evidence of bona fides. It is said that the crowd is composed mostly of coolies hired by money-changers.

The Bank is strongly guarded, and every precaution is being taken to avoid any trouble.

GOVERNMENT'S EFFORTS.

Efforts are being made by the Government to inspire the people with confidence in its notes. It announced this morning that banknotes will be accepted at par in any Government collecting office. General Chen Tsai Tong has ordered that no military man shall be permitted to demand change of the Bank. The Government officially lays blame on "financial crooks" for this present run on the Bank. These crooks, it says, are trying to create a financial panic in Canton, so that they can reap the harvest. It also assures the people that the Bank has plenty of silver to back up its notes.

MANAGER'S ASSURANCES.

In an interview with Pressmen, Mr. Chow Min Cho, the manager of the Bank, said there was no cause for the people to lose confidence in the Bank and that to cope with the situation, the Bank had large sums on hand to cash the notes. He added that there were in the vault of the Bank over \$12,000,000 in silver coins and 9,000,000 ounces of silver bullion and that he would negotiate with the Chambers of Commerce and explain to the merchants that there was no cause for anxiety.

KWANGTUNG CEMENT FACTORY.

TO RE-OPEN NEXT MONTH.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 24. The Kwangtung Cement Factory, which has been closed for repairs since June 1, will be re-opened for business on October 1.

At the beginning, it was thought that the needed repairs could be effected in a much shorter period, but such was not the case.

Meanwhile Canton and the outlying districts have been supplied with cement from foreign sources. The output of the factory, even at its full capacity, will not be nearly enough to meet the demands of the market, so that foreign imported cement of good quality will continue to sell in large quantities.

ROUND THE COURTS.

AN OFFENSIVE DEALER.

A ricksha coolie in objecting to the price of 30 cents for the price of a fish, apparently passed a rude remark about its quantity and was assaulted by the dealer who struck him with a plank of wood, inflicting a cut over the eye. The ricksha coolie was taken to Kowloon Hospital for treatment but was not detained. Appearing before Mr. T. S. Whyte, Smith, at Kowloon Magistrate the dealer was fined \$5. He stated that the ricksha coolie stood on his toes and that was the reason why he struck him!

ANOTHER FIGHT.

A quarrel arose between two boiler makers at Hunghom. One of the men was set upon by two others and given a beating. One of the assailants appeared before Mr. Whyte Smith and was fined \$3 and ordered to pay \$2 compensation to the other. Both parties were bound over to keep the peace.

SMUGGLING OPIUM.

A Chinese woman was fined \$1,920 on eight months imprisonment by Mr. Whyte Smith for attempting to smuggle 22 taels of raw opium. She was arrested as she alighted from the Sun Chun train and the contraband was found in a blue jacket with three pockets, apparently specially made for the purpose.

OPIUM IN BARRACKS.

A Chinese servant employed at Victoria Barracks was fined \$93 yesterday by Mr. E. W. Hamilton for possession of a quantity of non-Government opium.

It was stated that quite by accident Corporal W. Blakeborough saw the defendant and two other Chinese pour the opium from a bottle into a number of small pots in the Chinese servants' quarters. The Corporal related the matter to Acting Staff Captain De Linde, R.E., who got in touch with the Colonial Secretary's Office. He was advised that the matter was one for the Police or the Revenue Department. Three days elapsed before the Revenue Department received the information and they seized the defendant. The other two men escaped.

In imposing the fine, his Worship stated it was certain that defendant had a share in the matter of possession and therefore must pay a share of the fine.

JUNK MASTER FINED.

The master of a trading junk was charged before Mr. Hamilton for possession of 2,250 taels of raw opium and 60 taels of prepared opium. He was also charged with allowing his craft to be used for importing opium.

The master told the Court that he had engaged some new hands for the last trip to Wuchow, and these men had disappeared since the proceedings. He was unable to explain how the opium could be there, except that it was taken secretly on board at Wuchow while he was ashore.

The Magistrate held that while the onus was on the master to disprove guilty knowledge, he had given an explanation which indicated that it was possible that he acted in ignorance. The case against accused on the count of possession was therefore discharged.

On the charge of unlawfully allowing his craft to be used for importing opium a fine of \$2,000 or 12 months imprisonment was imposed.

DEATH BY MISADVENTURE.

A verdict of death by misadventure was returned by the Jury at the Kowloon Magistrate yesterday at the inquest into the death of a Chinese earth coolie who was crushed to death by a fully laden earth truck which was being hauled up out of No. 1 dock, at the Kowloon Docks.

The deceased had just pushed the truck under the crane to be hauled up, and was returning for another truck-load, when the chain hauling the truck up out of the dock snapped, and the truck fell on the him.

Recommendations were also made by the jury that proper precautions be taken to avoid further accidents of this nature. Mr. T. S. Whyte Smith was the Coroner.

RAJPUT INDIANS AT LOGGERHEADS.

ALLEGATIONS OF "A PUT-UP CASE."

SUMMARY COURT CLAIM.

Two Rajput Indians were protagonists in a \$50 loan case at the Summary Court before the Puisne Judge (Mr. Justice Wood) yesterday. The plaintiff, Bansi Ram, alleged that he lent the defendant (Devi Singh) the sum claimed in the shop of an Indian contractor on September 2, last year, and he had made repeated demands for payment but without success.

The defendant submitted the plaintiff, and his witnesses to a lengthy cross-examination. Producing a native calendar which he used to emphasize his questions, he asked how he could have contracted the loan on the date stated, as the s.s. Chunchow, on which he worked as a guard, was always in Macao on a Sunday, and it would be seen from police records that he had not taken leave for that trip. The manager of the firm mentioned, Lance-Sergeant Charagh Din (R.N. Police), and Sergeant-Major Niyamat Khan (H.K. Police), gave evidence for the plaintiff, the latter testifying to being present when the plaintiff demanded repayment of the money.

Plaintiff Wins.

In a statement from the witness-box, defendant alleged that the claim was a false one, the motive being revenge because he had refused to allow plaintiff to remove a tin of ghee on credit from a shop which he had kept in Kowloon.

He alleged that the contractor's manager had also been "put up" and he had agreed in order to pay off a grudge because, in April last, defendant refused to convey a package of rations to Macao on his boat, thus evading freight.

Defendant also called two Rajput watchmen to give evidence on his behalf. They gave an identical story of being present in defendant's shop, eating sweetmeats, when they saw plaintiff fall out with the defendant when he refused credit on a tin of ghee.

Giving judgment for the plaintiff, his Lordship said he accepted his story and rejected the evidence given by defendant's witnesses.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 10 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

AMERICA'S GREATEST BUSINESS MAN.

OWEN D. YOUNG AHEAD OF HENRY FORD.

Mr. Owen D. Young, chairman of the board of the General Electric Company and a former Boston lawyer, who brought about the recent German Reparations Agreement, is, in the opinion of the majority of the 200 business executives studying at the Harvard University Institute of Business, "the greatest business man in the United States." The business executives, who are taking a summer course, balloted on the one outstanding man in American business. The results were:

| | |
|----------------------|-----|
| Owen D. Young | 402 |
| Henry Ford | 42 |
| President Hoover | 40 |
| Andrew Mellon | 6 |
| George F. Baker | 4 |
| J. P. Morgan | 4 |
| Alfred P. Sloan, Jr. | 3 |
| Walter S. Gifford | 2 |
| Samuel Insull | 2 |
| Charles M. Schwab | 2 |
| Charles G. Dawes | 1 |
| Thomas A. Edison | 1 |
| Col. Peter B. Knight | 1 |
| Matthew Brush | 1 |

Mr. Young's selection was based on his achievement in partly reorganising the finances of many nations. Mr. Ford earned his 42 votes because of his "far-reaching application of the new American philosophy of mass production and the consequent more even distribution of comforts and conveniences." Mr. Mellon's votes were cast as a compliment to his private and public work, while President Hoover was lauded "as the first man to introduce high-class business methods and ideals into the government and politics of the United States."

The students agreed that the most important change to take place in United States business during the next five years will be the frequency of mergers of every type. They predicted that power units will combine their output in vast super-power projects.

CORRESPONDENCE.

THE "CHINA MAIL" APOLOGY

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]—

SIR,—With reference to the report of the police-court proceedings headed "K.O.S.B. Privates in Court" in to-day's issue of your paper, I am instructed by my clients, The Proprietors and Editor of the *China Mail*, to point out in connection with the protest against the leading article in the *China Mail* of the 18th instant, mentioned in such report, that the Senior Magistrate, Mr. E. W. Hamilton, did not, as erroneously reported in your paper, say "if the *China Mail* would in due course publish an apology regarding the article referred to he would be satisfied." What happened was this: Immediately after Mr. Strellet had protested against the article in question, I, on behalf of my clients, tendered an apology to the Senior Magistrate and to Mr. Strellet's client, regarding such article, saying that it was not meant to refer to the two men before the Court or to be in any way disrespectful to the Court; I further stated that an apology would also be inserted in the *China Mail*. The Senior Magistrate then intimated that as the *China Mail* had apologised, he was, so far as the Court was concerned, satisfied.

I shall be glad if you will therefore insert this letter in to-morrow's issue of your paper to correct your report.—Yours, etc.,

A. el ARCULLI.
Hong Kong, Sept. 24.

BLIND PEOPLE'S PICNIC.

THANKS TO HELPERS.

The Committee responsible for the organisation of St. Peter's Church V.D.M.A. annual picnic for the blind, held on Saturday, wish to make public acknowledgment to those who either sent donations or loaned cars:—

| | |
|-----------------------------|-------|
| Donations. | |
| Mr. A. C. Hynes | \$ 25 |
| Mr. F. Mason | 10 |
| Capt. F. Baylis | 10 |
| Mrs. Mackay | 5 |
| "Anon" | 5 |
| The Hon. Mr. W. T. Southern | 10 |
| Mr. M. J. Quist | 10 |
| Mr. E. W. Hamilton | 5 |
| Chief Inspector P. Grant | 20 |
| Mr. A. Rheinslager | 10 |
| Mrs. Fincher | 5 |
| Mr. H. A. Allen | 5 |
| Mrs. B. Lyon | 5 |
| Mrs. A. W. Muller | 3 |
| "J.P." | 3 |
| A Friend | 2 |
| Lady H. Pollock | 10 |
| Mr. A. G. W. Tickle | 10 |
| Mrs. H. L. Fox | 2 |
| | \$159 |

Cars.

Messrs. Bitzer, Mr. W. N. Thomas, Tam, Mr. C. S. Rosset, Capt. F. Baylis, the Hon. Dr. R. H. Kote-wall, Mr. G. W. B. Griggs, "Anon," the Hon. Mr. T. H. King, Dr. W. W. Kirke, Col. T. A. Robertson, Paymaster Lieut.-Comdr A. Pigott, Mr. P. W. Parker, Hong Kong Amusements, Ltd., Mrs. Barker, and Mr. A. S. W. Tickle.

The Committee are also deeply indebted to the Kowloon Motor Bus Company and the Star Ferry Company for the provision of free transport, and also to the Hong Kong Tramways for the offer of a bus, which was not required. Thanks are also due to W. R. Loxley & Co., for presenting a case of soap, and to the Flying Squad, Police Reserve, for valuable assistance in escorting the party to Shek O and back.

The outing was a great success, 61 girls being taken out on Saturday, and they enjoyed the treat immensely.

SOCIAL PEACE IN WASHINGTON.

SPEAKER AWAY DURING MACDONALD'S VISIT.

[United Press.]

WASHINGTON, Sept. 18. Washington social circles heaved a sigh of relief, mingled with disappointment, when it was learned to-day that Mr. Nicholas Longworth, Speaker of the House, is to take his vacation in Cincinnati with Mrs. Longworth during the approaching visit to Washington of Mr. Ramsay MacDonald.

It had been thought that there would be more fireworks over the question as to whether Mrs. Longworth or Mrs. "Dolly" Gann, the Vice-President's sister and official hostess, would receive precedence in the matter of calls from Mr. MacDonald.

Mrs. Gann has achieved "recognition" from the Diplomatic Corps, which considers her status the equivalent of that of the Vice-President's wife, but the former Alice Roosevelt has never pulled down her flag and still fights for precedence in her capacity of wife of the Speaker.

HONG KONG POLICE RESERVE.

[ORDERS BY HON. MR. T. H. KING, ACTING CAPTAIN SUPERINTENDENT OF POLICE.]

Chinese Company.

SQUAD DRILL.

All recruits of the Chinese Company will attend at the Company's Headquarters on Wednesday, Sept. 25, at 5.30 p.m. sharp for squad drill under Lieut.-Sergt. R.13 T'so Chi On. Dress: Mufti.

Indian Company.

RECRUITS PARADE.

All recruits of the Indian Company will attend Police Headquarters for squad drill under Sergt. P. Condon on Tuesday, September 24 and October 1, at 5.30 p.m. sharp. Dress: Mufti.

PARADE.

All ranks of the Indian Company will parade at Police Headquarters on Tuesday, October 1, for drill under Sergt. Condon. Fall in at 5.30 p.m. sharp. Dress: White uniform, belt and cap with white cover. No member may be absent from the parade without leave from the Company Commander.

Flying Squad.

The fortnightly patrol of the Kowloon Section will take place on Tuesday, September 24. Fall in at the Tsimtsatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The next fortnightly patrol of the Hong Kong Section will take place on Thursday, October 3. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

REVOLVER PRACTICE.

Members of this Company are reminded of the revolver practice to be held on Sunday, September 29, at 10 a.m. Belts and holsters to be worn. Two prizes have been donated for competition at this shoot. (Sd.) W. Kent, A.S.P., Adjutant.

Hong Kong, September 23, 1929.

CINEMA NEWS.

"SLAVES OF BEAUTY" AT THE STAR.

Sparkling youth, the bright lights of Broadway, love among the beauty shops, and the steadfast determination of a woman to find love, are the chief ingredients of "Slaves of Beauty," a Fox Films production which is showing at the Star Theatre to-day.

This picture, directed by J. G. Blystone, is based upon a story written by Nina Wilcox Putnam, one of the most observant authors in America. Holmes Herbert and Olive Tell have the featured roles. Love interest centres about a woman who had happiness right at her elbow, but was always seeking it just around the corner. The cast includes Richard Walling, Sue Carol, Mickey Bennett and Mary Fox.

At the Queen's.

Excellent screen entertainment is offered in Fox Films' "Road House," which is showing at the Queen's Theatre to-day. It is a colourful splendidly told story of modern youth, directed by Richard Rosson.

Besides its value as a clean-cut, well-directed motion picture, "Road House" brings two players to the screen. Maria Alba, acclaimed the most beautiful girl in Spain, has personality, plus, besides her looks. She has marked ability and promises to make screen history.

The other youngster is Warren Burke, who plays the role of the prodigal son. Burke gives an excellent performance and is really a find in juvenile ranks.

Lionel Barrymore is cast as the father of the boy, who sees disgrace fall upon his family and himself through his own indiscretion. In this part Barrymore, always the artist, gives one of his most human and sympathetic portrayals to the screen.

"HENNESSY" IN HONGKONG.

AN ILLICIT DISTILLERY DISCOVERED.

Following information obtained in the French Concession, the Municipal and French Police have succeeded in unearthing an establishment for "distilling" "Hennessy" brandy in the Hongkong district of Shanghai.

Acting upon the information they had obtained, the French Police along with the Municipal Police prosecuted inquiries at No. 8, Foo-chow Road where nine cases of imitation Hennessy brandy were found.

Subsequently Det.-Sgt. Riegert held an inquiry which led to the cases of brandy being traced to what is described as an actual distillery in Tongshan Road where a large stock of the imitation spirit was discovered. There were 43 cases, thousands of labels, capsules and corks, all of which were seized.

It is believed that this raid on the part of the police will put an end to the making of brandy, sold under the well-known Hennessy label, which is of a quality likely to be dangerous to anybody consuming it.

The Autumn Term

Just Commencing

is

School Outfits

for

"Boys"

include

Blazers & Caps

in

Navy, Brown & Grey.

Grey Flannel Pants

also

Belts & Ties

in

Various Colours.

LANE, CRAWFORD, LTD.

CHILDREN'S DEPT.

COLUMBIA NEW-PROCESS RECORDS

| | |
|------------------------------|----------------|
| 9581—THE MIKADO | ... VOCAL GEMS |
| 9579—THE BOHEMIAN GIRL | ... |
| 9555—FAUST | ... |
| 9554—YEOMEN OF THE GUARD | ... |
| 9267—THE GIRL FRIEND | ... |
| 9622—THE PIRATES OF PENZANCE | ... |

The Anderson Music Co., Ltd.

秋
秋賣菓子春賣藥
春

Fruit finds a market in Autumn and drugs in the Spring.

Avoid unpleasant "rugs" by the regular use of HORLICK'S MALTED MILK. HORLICK'S will give you the strength and vigour at all seasons so that you may enjoy the fruits of Spring and the pleasure of perfect health the whole year round.

A most delightful drink; HORLICK'S MALTED MILK is readily prepared by the addition of hot or cold water.

WINTER
HORLICK'S THE ORIGINAL MALTED MILK IN 4 SIZES AT ALL CHINESE & GROCERS
SUMMER

Representative—Mr. H. M. HODGES, P.O. Box 3711, Shanghai



WATCH YOUR THROAT THIS WINTER!

Don't take risks. The antiseptic vapours liberated by Evans' Pastilles quickly kill the germs that lurk in the obscure byways of the nose, throat and chest, soothing the affected parts. Doctors strongly recommend them.

EVANS' PASTILLES

ANTISEPTIC THROAT PASTILLES

Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

NEW ADVERTISEMENTS.

ROYAL HONG KONG YACHT CLUB.

"TREVESA TROPHY."

THE TWELFTH BI-ANNUAL RACE for SHIPS' LIFEBOATS will be sailed on WEDNESDAY, the 23rd OCTOBER, starting at 4 P.M. Each ship may enter any number of boats.

COURSE:—Start from CHANNEL ROCK, thence to KOWLOON ROCK (P), MARK OF YACHT CLUB (S), CUST ROCK, GAS BUOY (P), Finish at the YACHT CLUB across the Line from West to East.

Competing boats should be in POSITION at the starting line by 3.30 P.M.

Ships proposing to enter boats are requested to notify the Hon. SECRETARY, Royal Hong Kong Yacht Club, Not Later Than NOON, on the 23rd OCTOBER.

R. J. VERNALL,
Hon. Secretary,
Royal Hong Kong Yacht Club,
Hong Kong, 24th Sept., 1929. [8408]

AGRICULTURE & INDUSTRY.

TWO Young Cantonese, possessing some experience in and knowledge of Agriculture and Industry respectively, being interested also in the Sciences connected with both, and willing to assist Young Students of a Newly Established Educational Research Institute in Work and Research, are invited to apply, giving details concerning Age, Career, and Point of View, also Salary required, in First Instance, To THE SECRETARY, EDUCATIONAL LABORATORY, HEAD POSTOFFICE BOX 83, CANTON CITY. [8407]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911-1923.

AND
IN THE MATTER OF THE YUEN UN CO., LTD.
(IN VOLUNTARY LIQUIDATION.)

A FINAL DIVIDEND is intended to be declared in the above Matter and Creditors who have not already done so, are requested on or before the 31st DAY OF OCTOBER, 1929, to send in their Names and Addresses and the particulars of their Debts and Claims (if any) to the Undersigned at the Office of Messrs. PERCY SMITH, SMITH & FLEMING, Incorporated Accountants, 6, DES VUEX ROAD, CENTRAL, Hong Kong, and if so required by Notice in Writing from the Undersigned, are to come in and prove their Debts and Claims at such Time and Place as shall be appointed in such Notice and in default thereof they will be excluded from this Dividend.

Dated this 23rd day of September, 1929.
S. HAMPTON ROSS, A.C.A., A.S.A., Liquidator. [8412]

IN THE SUPREME COURT OF HONG KONG PROBATE JURISDICTION.

IN THE GOODS OF FREDERICK PIERCE GROVE, late of ALEXANDRIA, BRITAIN, deceased, in the Colony of Hong Kong, MEDICAL PRACTITIONER, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Section 53 of the Probate Ordinance, 1897, made an Order Limiting the Time for Creditors and others to send in their Claims against the above Estate to the 21st DAY OF OCTOBER, 1929.

All Creditors and others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 21st day of September, 1929.
HASTINGS, DENNIS & BOWLEY,
Solicitors for the Administrator,
8, DES VUEX ROAD, CENTRAL,
Hong Kong. [8405]

IN THE SUPREME COURT OF HONG KONG. PROBATE JURISDICTION.

IN THE GOODS OF HECTOR JACK LOVE, late of 327, THE PEAK, VICTORIA, in the Colony of Hong Kong, WIRELESS TELEGRAPHIST, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of Probate Ordinance, 1897, made an Order Limiting the Time for Creditors and others to send in their Claims against the above Estate to the 17th DAY OF OCTOBER, 1929.

All Creditors and others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 17th day of September, 1929.
JOHNSON, STOKES & MASTER,
Solicitors for the Executor,
Princes Buildings,
Hong Kong. [8399]

NOTICE.

HONG KONG ST. ANDREW'S SOCIETY.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Society will be held in the CITY HALL on FRIDAY 27th SEPTEMBER, 1929, at 5.45 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ended 31st August, 1929, and of Electing Officers for the ensuing year.

E. M. BRYDEN,
Hon. Secretary.
[8384]

JUST ARRIVED

FRESH CONSIGNMENT
OF THE FAMOUS

"FOSS" CHOCOLATES

including

a new confection

THE BETTY ALDEN PEPPERMINT PATTIES

of

DELICIOUS FLAVOUR

A. S. WATSON & Co.,
LIMITED.
ESTD. 1841.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—
Pressure remains highest to the north of Hokkaido and is relatively low to the east of the Philippines.
Local Forecast: E. winds, moderate, fair.

BIRTH.

PENN.—On September 22, at Guildford, to Mr. and Mrs. A. H. PENN., a daughter. [8409]

Editorial and Business Offices: 11, Ica House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 25, 1929.

\$480,000,000 AT STAKE.

From many quarters there are rumours that the fall of CHIANG KAI SHEK is imminent. Threatened men live long, sometimes, and it may be that the present regime at Nanking is well able to withstand the most desperate attempt to overthrow it. The ramifications of Chinese politics are notoriously difficult to follow intelligently, and for that reason many foreigners in the country make no effort whatever to keep themselves posted upon current political affairs. There is invariably such a bewildering mass of contradictory material to be sifted, and the most "impossible" things come to pass so casually, that there is some excuse for foreign observers not giving the subject the close and serious attention it requires and deserves. When well authenticated reports repeatedly fail to materialise into matters of fact, and the most probable rumours constantly prove to be correct, the would-be student of Chinese politics is tempted to abandon the unequal contest, and admit himself beaten. He prefers to "wait and see" rather than waste time and effort in speculating as to what will happen. Signs and portents which in other countries can be regarded as almost infallible are found to be utterly worthless in trying to estimate the strength and direction of political currents in China. The repeated retirements and reappearances of prominent figures on the Chinese political stage make it impossible for the average foreign observer to draw any inference from their movements other than that the whole business is much too complicated for a simple Western mind to follow. The latest news is that the Left Wing of the Kuomintang has decided the moment has arrived to "re-organise" the Administration—a process which, if carried out, would mean the substitution of Wang Ching Wei for CHIANG KAI SHEK at the head of affairs. Whether the situation is really as serious as it is regarded in some quarters it is impossible to say, but it is beyond question that there is considerable friction in the allegedly united ranks of the predominant political party. The heat thus generated may burst into flame, but it is too early yet to venture an opinion as to possible developments.

There is, however, at least one respect in which Chinese political activities resemble those of other countries—they need money to keep the machinery in motion. We have heard it said, on very excellent authority, that only about five of the eighteen provinces of China remit funds to the National Treasury. But it does not necessarily follow from this that money is scarce in Nanking, and from a correspondent of the United Press we learn some interesting details as to the source from which it is

alleged the Central Government derives financial backing. It is asserted that there is behind the present Administration a financial group known as the Chekiang capitalists, whose central figure is a Ningpo millionaire, Mr. Yu Hsia CHIANG. This group, which has its nucleus in the Shanghai Chamber of Commerce, is said to have advanced \$140 millions to CHIANG KAI SHEK to finance his military operations against the North. In addition to this \$140 millions is said to have been advanced in the form of various military readjustment loans. These bonds, not being well supported by the public, practically became loans from the Central Bank, advanced to CHIANG KAI SHEK since the establishment of the National Government in Nanking. (Incidentally, it is also asserted that the Chekiang financiers were responsible for the capital being transferred from Peking to Nanking.) The power and prestige of CHIANG KAI SHEK, it is declared, rests mainly upon the influence of the Ningpo millionaire and his colleagues in the Chekiang financial group. They are said to have backed the present Administration to the extent of \$180 millions, and it may be reasonably assumed these gentlemen have no desire to see any change in the political situation likely to make eventual liquidation of that obligation difficult—if not impossible—of achievement.

The suggestion is made by the authority above quoted that the Chekiang capitalists have much more to say in regard to Chinese political developments than the allegedly all-powerful Kuomintang itself. Mr. T. V. Soong, Finance Minister of the Nanking Government, is said to be very closely associated with Mr. Yu Hsia CHIANG and his wealthy colleagues. Mr. Soong's sister is the wife of CHIANG KAI SHEK, and another sister is married to the Minister for Labour, Industry, and Commerce. The widow of SUN YAT SEN is also a member of the Soong family, but this lady is not favourably disposed to the present Administration, on the ground that it has not followed strictly the lines of political development laid down by her distinguished husband. Excluding Madame SUN YAT SEN, the Soong family is in very close contact with the Chekiang capitalists on the one side, and with the Nanking Government on the other, for there are many other connections in addition to those mentioned.

CHIANG KAI SHEK has the backing of the financial group headed by YU Hsia CHIANG, which is regarded as being practically in control of the money-market in China. This group, so long as it is able to sustain the burden resting upon it, will support the present head of the Administration, hopeful of bringing about consolidation of the nation's finances. Should he be shaken from his position, it appears certain that the leaders of a new Administration would have to make terms with the Ningpo millionaire and his associates. They appear to be in the position of holding all the strings which always have to be pulled after rival War Lords have settled their differences in the field. Friends of CHIANG KAI SHEK regard him as having the rare combination of talent as military leader and civil administrator. His enemies attribute his success in war to foreign advisers, and his other victories to political intrigue—undermining dangerous rivals and setting up men of straw in their places. Foreign onlookers watching the Chinese political stage are completely bewildered by what they see going on; the theory that a powerful financial group is behind the scenes—invisible but not ineluctable—may help to explain some aspects of the grim drama which otherwise appear inexplicable.

News and Views.

R.M.S. Empress of Asia from Hong Kong on September 4, arrived at Vancouver on the 21st inst.

One Chinese case of small-pox, with one death, and three cases (Chinese) of typhoid, with two deaths, were reported during the week ended September 21.

The Hon. Treasurer of the St. John Ambulance Brigade acknowledges receipt of the following subscription to Brigade Funds: Mr. Leung Yan Po, \$50.

Sir Bailey Francis Alston, of the Foreign Office, British Ambassador to Brazil since 1925, and formerly Minister to China, left £22,103, with net personalty £21,078.

Mr. Tai En Sai, the son-in-law of Dr. Sun Yat Sen and newly appointed Chinese Minister to Brazil, left the Colony by the a.s. President McKimley to assume office in Brazil.

Detective-Sergeant Fitches and his men raided a sampan lying within the Yau-mai Typhoon Shelter basin and seized two mauler pistols and 310 rounds of ammunition. The boatwoman was arrested.

Mr. H. P. King, Master-at-Arms aboard the a.s. Empress of France, reported to the Water Police Station that a vest-pocket Kodak camera and a brown leather wallet containing a photograph were stolen from his cabin aboard the ship between the hours of 10 a.m. and 10 p.m. on Tuesday.

For the third consecutive year Y. S. Yen won the Shanghai Chinese Singles Open Championship by defeating C. C. Cheng in three straight sets, the score of the Chinese Tennis Club in Rue Conty, the scores being 6-1, 6-2 and 6-1. It was a poor exhibition, and the large crowd who witnessed the match was much disappointed.

Lady Hsieh, whose writings on China are already familiar, has another book called "Portrait of a Chinese Lady," appearing shortly. Its central figure is Mrs. Sung, a young Chinese married woman, radiant and tender, the daughter of an old statesman. Lady Hsieh met her on a steamer on the Yangtze, and they became great friends.

Chong Choy, proprietor of the Chinese Cafe, Oxford-street, W., was summoned last month before Mr. Mead with permitting drunkenness or other disorderly conduct. Joe Rosenthal, head waiter, and John Lawrence, English manager, were summoned for aiding Mr. Barker, for the prosecution, said the cafe seemed to be kept simply to encourage immorality.

A Chinese woman attempted to commit suicide by throwing herself into the water from the Kai Tak Bund at Kowloon City, but was rescued by Messrs. E. and W. Shen, Dr. Au Sze Chan, and other residents on the Bund. They saw the girl throw herself into the water and were quick enough to effect a rescue. The girl was given artificial respiration and sent to the Kwong Wah Hospital. She is said to be progressing favourably.

Because he delayed his petition for letters of administration in respect of his deceased concubine's estate, Yue Pui Ling, a Canton merchant with temporary address at 78, Connaught Road Central, had to pay three times the usual estate duty of three per cent. In his petition, he explained that he was ignorant of the procedure to be adopted on the death of the woman who had left no will. Decedent left property in Hong Kong worth \$24,200.

Lawrence Metcalfe Ames, a tall, elderly man, of Ovington-square, Brompton-road, S.W., whom the police described as a man of substance and of good character, standing at Bow-street, when accused of insulting behaviour towards women in Piccadilly, that as he had only one eye he had to look about him twice as much as most people. He raised his hat repeatedly, he added, because of the heat, and was "flabbergasted" when he was arrested. He was fined 40s.

Miss Maria Gomes who is well known by musical Hong Kong for the versatility of her artistic gifts has just returned from the United States to start soon on a concert tour throughout the Far East. During her absence of four years from this Colony this popular young lady has concentrated exclusively in vocal art, and to-day she is an artistic dramatic soprano. She has studied under the guidance of such instructors of repute as Madame Cecilia Roza, Madame Melana Astor, an authority exponent of Lehman, Briglia, Marchesi, Marzani and other operatic stars and well-known directors.

Britain's Tennis Hopes.

Miss Helen Wills, the lawn tennis champion, before leaving London for New York last month, gave a farrow interview to the Press. "I am sorry to leave England," she said, "especially as this may be the last time that I shall come over here. I have made no plans for lawn tennis after I am married, and although I shall always play tennis, I may not come to Wimbledon." She added that she could not remember everyone to whom she would like to send her sincere thanks, for so many people had been everything that is kind to her. Miss Wills was pressed to give her opinions of the leading English lawn tennis players, but she smiled and shook her head. "I don't want to say anything about any player," she said, "but I do think Mr. H. W. Austin will become one of the great players of the world when he has improved his service and his overhead shots. Betty Nuthall, too, has plenty of time to get to the top of the game. She is young, yet—eighteen, isn't she?—and she has a great deal of time to improve."

Police Boxes in London.

The whole of the Metropolitan area will before the end of the year be encircled by police telephone boxes, although none has yet been completed. The Home Secretary, Mr. J. R. Clynes, is particularly interested in this innovation, which, it is anticipated, will greatly assist the work of the police in the London area. The internal equipment of the boxes will be so arranged that, whenever a policeman is wanted, a red lamp will burn at the top of the box. The policeman will then immediately proceed to the box and receive the information which his chief at headquarters desires to give him. In the boxes also will be accommodation for dealing with any prisoners who have to be taken into custody on the spot. They will wait in the boxes for the collecting van, which will arrive from the central depot. The windows will be of opaque glass, but one small panel will enable a policeman to look out while in the box, whilst preventing the public from looking into it.

The New Richmond Bridge.

Those unacquainted with the good work the Royal Commission is doing will find a good instance in the change it was able to effect in the design of the new Richmond bridge, tenders for which are now being invited. The bridge as originally designed was to have high concrete towers of fifty feet, with flanking walls and a spreading staircase at its approaches. The Surrey County Council objected to the plan, which would have destroyed the whole sylvan character of the scene, but could not make any impression on the Ministry of Transport until the Fine Art Commission took up the matter and issued a report, which brought about the scrapping of these three features. The bridge that is to be erected will have only two small towers on the Middlesex side. The bridge will be of reinforced concrete in three spans over the river, the central arch having a span of 103 feet. It will be on the downstream side of the present railway bridge. No change will be made in the beautiful old Richmond bridge, and by taking most of its traffic the new bridge will lengthen its life. Powers have been obtained for building a new bridge to replace the ugly existing structure near Hampton Court Palace, and for a bridge at Chiswick.

Nelson Relics in the Victory.

The furniture in Nelson's cabin of the Victory at the battle of Trafalgar, reported to have been sold to America, is still in its old place in the fore-cabin of the Victory, where it has been since October of last year. The owner, Mr. Lawrence Feverhead, an Englishman who has had family connections with Portugal for more than a century, has lent the furniture to the Victory. He expressed indignation at the report that he had sold the furniture to an unnamed American. "It is correct," he said, "that I am anxious to dispose of the furniture as speedily as possible, but I have devoted my efforts to selling it in this country, with a view to its remaining on the Victory. Failing to secure an offer, I did mention the matter to a world-famous American art dealer, who told me it should be worth £20,000 in England. But I have received no offer for it from America, and it is my desire that it should remain in England." The furniture consists of a folding dining room table, a sideboard, and a wine cooler, all in red mahogany, and Mr. Feverhead explained how it came into his possession. "After the battle of Trafalgar and the death of Nelson, the Victory put back into Rozia Bay to refit. The body of the Admiral was on board, for Captain Hardy had promised him he should be buried in England. In order to make room for the fore-cabin to be rigged as a temporary mortuary chapel the furniture was removed and put ashore, where it was bought by Admiral Warren. On his death it passed to John Noble, then president of the British Association at Oporto, and in 1865 it was bought by my grandfather."

Lord Stanley, M.P., Mr. Ian Macpherson, M.P., Mr. Hopkin Morris, M.P., and Mr. Derwent Hall Caine, M.P., have joined the Parliamentary Committee of the Imperial Merchant Service Guild, which watches the interests, in both Houses of Parliament, of the officers of the Merchant Navy, and seeks to promote its welfare generally.

When Frederick Ashenden, a photographer, was charged at Skegness Petty Sessions with taking photographs on a part of the freshore leased by Skegness Council from the Board of Trade, his solicitor stated that he was not standing on the shore but in the sea beyond the low-water mark, and was therefore outside the jurisdiction of the local by-laws. The summons was dismissed.

Twin Parliaments.

There is a definite movement in more than one European country towards a radical change in the ideas of Government, according to Professor D. J. Medley, Professor of History at Glasgow University. Addressing members of the Legacy Club, he outlined the claims of supporters of the new idea for twin Parliaments, one of which should represent every profession and deal exclusively with industrial matters. "In the old days," Professor Medley said, "the idea of Government was founded on the Divine right of kings. Then against this set up the idea of the sovereignty of the people, meaning simple government by a definite Parliament and Cabinet. But in recent years many people have come to believe that even this is too slow to bring about the millennium, and they are setting up a new idea of sovereignty, based on the fact that each of us plays two parts. On one hand we are producers, and on the other consumers. As consumers we are, of course, organised in our geographical aspect of Parliament, but as producers most of us belong to certain societies, which either keep us in order or look after our interests. The claim is that we need another Parliament or assembly representing us professionally, and not locally. This, it is thought, will be the real Parliament of the future, and to it will belong the financial responsibilities of the nation. The system has actually been put into operation in Germany, where the constitution embraces the whole array of labour organisations, from the works council to the central Parliament. But while the German Government has had much help from the representatives of individual callings, the Labour Parliament has not yet led to any real reform. Such a system, too, has been put on paper by responsible members of the British Administration, who think the House of Commons should be divided into committees to represent the different callings, and act in an advisory capacity to the Ministers. "To a great extent," the Professor added, "I believe the movement to be a direct outcome of the war. People have been disappointed, and very naturally, too, because Parliament has done so little for social amelioration. On the face of it, the system might work in Utopia, where there is no foreign policy. But where it is necessary to administer laws I am afraid I don't see where your Parliament can be made a debating society."

Looking Back 25 Years.

Newly-joined Hong Kong Volunteers are Messrs. A. E. Wright, F. H. Dillon, C. E. Frith, G. W. Coyle, C. W. Ward, R. Duncan, S. G. Haines, E. F. Casey, C. M. S. Alves and F. Ward. Messrs. A. C. Squair, P. Denoon, J. Peak, W. H. Russell, and J. H. Longhurst have given up Volunteering.—*Hong Kong Daily Press*, Sept. 26, 1904.

Looking Back 50 Years.

It is satisfactory to note that the local and other fire insurance companies have taken up the question of the extinction of fires in Hong Kong. The concluding paragraph of the insurance companies' memorandum strongly enforces the necessity for a small force of trained and experienced firemen, and sensibly points out that as much damage is effected by the injudicious use of water as by the fire itself, thus showing how zeal without discretion is apt to bring about mischievous results. The need for a competent and thoroughly experienced master has been already demonstrated; an assistant would of course be required. The post of second assistant might, however, well be abolished, and the money devoted to other purposes. The recommendation of the insurance companies would necessitate the following establishments:—Firemaster and engineer, £1,500; assistant, £480; clerk, £240; three assistant engineers \$600 each; three native stokers, \$18 per month; ten European firemen at \$40 per month each; ten native firemen at \$7 per month each; and 30 coolies at \$1 per month each entailing a cost of \$10,088 per annum, and allowing \$1,832 for repairs to appliances and extra coolie hire, making a total of \$12,920 as the yearly cost of the fire-brigade.—*Hong Kong Daily Press*, Sept. 25, 1879.

"IRONSIDES" STRIKE FIRST BLOW.

5,000 NANKING TROOPS CAPTURED.

CHIANG KAI SHEK UNDISMAYED.

TO "FINISH IT ALL IN A MONTH."

[THROUGH REUTER'S AGENCY.]

HANKOW, Sept. 24. The China Merchants s.s. Kiang-chin has limped in badly battered, bringing in news of a disastrous blow to the National Government forces by the "Ironsides."

It appears that three steamers transporting Nationalist troops from Hankow, were nearing Ichang on Thursday last, when they were heavily shelled from the shore.

About 50 men were killed and some hundreds wounded; while 5,000 Government troops and a considerable quantity of munitions were captured by the "Ironsides," who retained two steamers, and allowed the Kiangchin, which is badly holed, to return to Hankow.

Chang Fat Fui holds Ichang. It is learned from foreign sources that Chang Fat Fui is still controlling Ichang and the river as far as Chihkiang.

No Chinese ships are allowed to proceed below Ichang, while British ships have been warned not to pass Chihkiang after dark, in order to avoid the possibility of being fired on.

CHIANG KAI SHEK'S STATEMENT.

A CLARION CALL.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 24. Chiang Kai Shek has made a statement as to the "rebellion" of Chang Fat Fui as follows:—

"In the course of the National Revolution, political crises and rebellions, like the present one of Chang Fat Fui, are of minor importance. Such a rebellion only hastens the final success of the Revolution."

"Chang Fat Fui's troops are moving towards Kwangsi and Kwangtung, but as soon as they arrive at western Hunan they will encounter difficulties, as Chang is opposed by many of his own subordinates. It is certain that the rebels will be subjugated in a month."

"There are numerous rumours about me; they are fabricated by counter-revolutionaries. I, Chiang Kai Shek, have devoted myself to the cause of the Revolution, and will never become discouraged, but rather will fight to the last."

"The success of the Revolution depends upon whether we will struggle to the end or not."

THE KUOMINCHUN MENACE.

NANKING TAKING NO CHANCES.

[THROUGH REUTER'S AGENCY.]

HANKOW, Sept. 24. On September 2 Fong Pan Jen and Hsia Tuo Yin, who were proceeding to North Hupeh to suppress bandit suppression, postponed their departure, and stated they were ordered to remain here by the Government on account of urgent political affairs.

The next day Liu Chih made a statement as to Chang Fat Fui's defection, which was engineered by the so-called "Reorganisation Party" or "Leftists."

However, the Government have the situation well controlled, and are taking adequate measures to suppress the rebels.

The statement also declares that the Kuominchun are concentrating in various points of Honan and Shensi, and commencing to move slowly southward, ostensibly owing to severe famine conditions in those provinces. The Government is not taking any chances, and is concentrating heavy forces on the Hupeh border, ready to meet any menace from the North.

An Important Visit.

NANKING, Sept. 24. Liu Yu Fen, a prominent Kuominchun adherent, and Governor of Kansu, arrived this afternoon accompanied by Yu Ken Jen, another prominent Kuominchun partisan, and Huang Ching, the representative of Fong Yu Hsing at Nanking. Following his arrival Liu Yu Fen held a conference with Chiang Kai Shek.

Great political significance is attached to Liu Yu Fen's arrival, as there have been rumours that he and other leading Kuominchun men had joined forces with Chang Fat Fui.

HOW THE TROUBLE BEGAN.

SITUATION REVIEWED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 24. The present internal situation in China, as far as can be gathered from semi-official reports, is as follows:—

Matters had been brewing for some time and came to a head on September 17 when the 4th Division of the National Army (the "Ironsides") under General Chang Fat Fui refused to obey an order of the National Government to move from Ichang up to Shantung province and so it is reported, is marching towards Kwangsi province to join up with the disaffected faction there, headed by the Chairman of the Kwangsi Provincial Government, General Yu Tsao Pak.

Simultaneously, a telegram purporting to have been signed by Chang Fat Fui and other Generals was circulated all over China, denouncing the negotiation of Dr. C. T. Wang with some of the Powers for a Disarmament Loan, and alleging that Marshal Chiang Kai Shek is insisting on the disarmament of units commanded by others without disbanding his own.

Feng "Plays Possum."

The attitude of General Yen Hsi Shan and General Feng Yu Hsiang in the North is obscure, but opinion generally expressed in Nanking, the national capital, is that, although they are unfriendly to the administration in Nanking, they are likely to continue to pursue their policy of procrastination.

Meanwhile, Marshal Chiang Kai Shek is moving troops, guns, and aeroplanes up the Yangtze to deal with the "Ironsides."

One transport is stated to have been fired on by the "Ironsides" on shore, 20 miles from Ichang; and it is also said that 30 of Chiang Kai Shek's men were wounded, and the steamer is reported to have turned down-river, for Hankow, which is held by one of Chiang Kai Shek's supporters.

Nanking Alarmed.

At the same time, Chiang Kai Shek is taking strong steps for the safety of Canton, to which insurgents are reported to have been converging, thereby causing panic in the city.

Nanking itself was startled on September 23 by news that a strong guard had been thrown around the residence of General Fang Chen Wu (Chairman of the Anhui Provincial Government) by order of the National Government; but, later, it was learned that General Fang had escaped.

On September 23, Chiang Kai Shek brought into Nanking a trusted division of troops from Hanchow to garrison the capital.

That tension exists in Nanking is shown by the fact that the main roads and the vicinity of the Central Headquarters of the Nationalist Party were on the afternoon of September 24 picketed at every 50 yards by soldiers with revolvers in their hands, with others armed with automatic pistols, ready for action. Nevertheless Government circles are not showing any sign of perturbation.

Disquieting News.

A report from Nanking states that General Ho Ying Ching, formerly Chief of Staff to Marshal Chiang Kai Shek, and later Inspector-General of military training, has resigned all his posts.

"IRONSIDES" AND KUOMINCHUN.

TO COMBINE AGAINST THE GOVERNMENT?

According to the *Industrial and Commercial Daily Press*, a part of Fong Yu Hsing's Kuominchun have left Tungkuang in Honan and moved southward along the Peking-Hankow Railway with the intention of joining Chang Fat Fui's "Ironsides."

Another telegram to the same paper states that Government officials in Nanking of the Kuominchun Clique have been kept under strict watch and surveillance by the Nanking authorities. Since the preceding coup d'état, the Kuominchun has been in reality greatly dissatisfied with the Nanking regime.

(Continued at foot of next column.)

PREMIER'S TRIP TO AMERICA.

NO NAVAL OFFICIAL GOING.

PARTY ANNOUNCED.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 24.

It is noteworthy that no Naval official is accompanying Mr. Ramsay MacDonald to America.

It was announced to-day that besides his daughter Isabel the Prime Minister will be accompanied by Sir Robert Vansittart (his Chinese Private Secretary), Mr. Thomas Jones (Deputy Secretary to the Cabinet), Mr. R. L. Craigie (head of the American Department of the Foreign Office), and Miss Rosenberg.

Lord Arnold unofficially accompanies the party.

STARTLING INCIDENT AT TIEHLING.

JAPANESE AND CHINESE IN FRACAS.

[THROUGH REUTER'S AGENCY.]

Tokyo, Sept. 23.

A message to the Rengo News Agency states that a quarrel which started between Chinese policemen and a Japanese soldier at a restaurant in Tiehling this afternoon, assumed serious dimensions when the Chinese police fired on C.E.R. Railway guards from behind, wounding three.

The Japanese garrison commander rushed a battalion to the Chinese police station, disarmed the Chinese police, and arrested those responsible for the incident.

It was learned later that all the Chinese policemen were arrested.

Retaliation.

HARBIN, Sept. 24. A message to Rengo states that the Chinese Chamber of Commerce has banned all local Japanese newspapers, and is prohibiting merchants from subscribing to them.

MANAGING THE DALBANK.

GERMAN FIRM TAKE OVER.

[THROUGH REUTER'S AGENCY.]

Munich, Sept. 24.

The management of the Dalbank at Harbin has been taken over by Fargmann and Schult, who are concurrently managing the Dalbank branch at Berlin.

AFIRE IN THE INDIAN OCEAN.

"SILTON HALL'S" FATE.

[THROUGH REUTER'S AGENCY.]

PERTH, AUSTRALIA, Sept. 23.

A wireless message from the steamer Silton Hall, bound for Adelaide from Birmingham, states that she caught fire in the Indian Ocean, 2,000 miles from Perth. The crew were taken off by lifeboats.

An Ocean Rescue.

LATER. The steamer Anthea has picked up the crew of the Silton Hall, who fought the flames for several days before abandoning ship and the cargo of coal.

The Anthea was 380 miles distant when she received the S. O. S., and raced to the rescue.

gime and particularly with Chiang Kai Shek.

There appears little doubt that the Kuominchun have availed themselves of the opportunity of the recent rebellion of the "Ironsides" to restore their former power and prestige.

Naturally, the alleged co-operation between the "Ironsides" and the Kuominchun has drawn the keen and serious attention of Nanking. As to the "Ironsides" alone, the Government feels little anxiety in view of the fact that their number is limited and that two of their Brigadier-Generals, Huang Chen Chiu and Tang Lung Kuang have opposed Chang's rebellion and declared their allegiance to the Nanking Government.

But the co-operation of the "Ironsides" with the Kuominchun has worried the Nanking Government to a considerable extent. The "Ironsides" number less than 20,000 but they are noted for their bravery and efficiency. They are mostly natives of Kwangtung, Yunnan and Kweichow.

Since the "rebellion" of Chang Fat Fui, the members of the "Left" Wing of the Kuomintang, of which Wang Ching Wei is the leader, have become very active. Rumours are prevalent that Wang Ching Wei has already left Paris on his return to China to direct the movement and that Chen Kung Pok, another prominent leader of the "Leftists" has become the adviser of the "Ironsides."

ALONG THE ROAD TO PEACE.

BRITAIN SHOWS THE WAY.

TRAFFIC IN ARMS DISAPPROVED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 24.

At to-day's meeting of the Assembly Viscount Cecil, speaking upon the Third Committee's compromise resolution on the work of the Preparatory Disarmament Commission, announced that the British Government would sign the convention dealing with the traffic in arms, ammunition, and instruments of war (Loud Applause).

Viscount Cecil mentioned that thirteen states had signed the Optional Clause, and he hoped that other countries would follow the example of Britain and ratify the Traffic in Arms Convention.

He denied that he wanted to raise controversy about trained reserves. His object was the reduction of numbers. "He would be the last to diminish the security of any country, but the only way to assure security was peace, and there would be no peace unless there was a reduction and limitation of armies and a reduction of war material. (Cheers.) He submitted the resolution confidently to the peoples of the world. (Loud and Prolonged Applause.)"

Viscount Cecil added that it would be useless for one producing country to sign and ratify the Convention unless others did the same. Therefore the proviso might be made that the ratification could only be effective when certain other countries had ratified.

The assembly adopted the Third Committee's Report and the Disarmament resolution.

CHINA GAINS POINT AT GENEVA.

RESOLUTION TO BE CONSIDERED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 23.

An agreement has at last been reached on the form of the resolution to be submitted in connection with Dr. C. C. Wu's proposal that the League should be asked to make more effective Article Nineteen of the League Covenant, which deals with the revision of obsolete treaties and agreements.

The sub-committee which has been considering the matter held its fourth meeting to-day, and the views of the opposition were met.

The resolution, before being placed on the agenda of the Assembly, will have to pass through the First Committee, which is holding a plenary sitting to-morrow for the purpose.

The resolution, in its new form, expresses appreciation of the importance of China's proposal and declares that any member of the League may place on the agenda of the Assembly, the question as to whether the Assembly should give advice as contemplated in Article Nineteen, regarding treaties which are now considered inapplicable.

TO STUDY FUNGI.

MYCOLOGISTS MEET IN LONDON.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 23.

At the opening in London to-day of the Imperial Mycological Conference, Earl Buxton welcomed the delegates and paid a warm tribute to the work of the Bureau of Mycology.

He announced that the Empire Marketing Board proposed to grant £5,000 to the cost of the new mycological building in the course of erection at Kew, the total cost of which will be £12,000.

"LAND OF THE SOVIETS."

HELD UP AT ATTU.

[THROUGH REUTER'S AGENCY.]

SEATTLE, Sept. 23.

It is now learned that the Soviet aeroplane, "Land of the Soviets," is still at Attu, the weather being unfavourable to flying.

The machine is attempting a flight from Moscow to New York, via Siberia.

CHILD MARRIAGE IN INDIA.

NEW BILL PASSED.

[THROUGH REUTER'S AGENCY.]

SIMLA, Sept. 23.

The Assembly to-day passed by 87 votes to 14, the Child Marriage Bill, which provides for a month's simple imprisonment for anyone solemnising the marriage of girls below the age of fourteen, and of boys below the age of eighteen.

SOVIET ENVOY IN LONDON.

OUTSTANDING POINTS DISCUSSED.

AT FOREIGN OFFICE.

[THROUGH REUTER'S AGENCY.]

LONDON, September 24.

The Soviet envoy, M. Dovgalevsky, arrived here to-day almost unnoticed.

Later, he visited the Foreign Office. M. Dovgalevsky later made a statement saying he was glad the misunderstandings were apparently cleared up, and the Soviet viewpoint made perfectly clear to Britain.

Accordingly, he was convinced his conversations with Mr. Henderson would be concluded successfully and promptly, as they would entirely concern the formalities of procedure of the negotiations which would take place after the restoration of normal Anglo-Russian diplomatic relations.

Official Bulletin.

An official communiqué says that the conversation between Mr. Henderson and M. Dovgalevsky lasted two hours. The two considered the procedure as to subsequent negotiations.

M. Dovgalevsky, interviewed by Reuter, hoped an agreement would be reached in a few days.

TUNNEY'S COUNTER-CLAIM.

SUES MR. FOGARTY.

[REUTER'S AMERICAN SERVICE.]

BRIDGEPORT, Conn., Sept. 24.

Gene Tunney has filed a counter-suit to the action by Mr. Fogarty. Fogarty claimed \$500,000 on the grounds that the ex-heavyweight champion persuaded his (Fogarty's) wife to divorce him.

Tunney denies the truth of Fogarty's complaint, and asks \$100,000 damages.

NEW GOVERNMENT IN LITHUANIA.

[THROUGH REUTER'S AGENCY.]

KAYNO, September 24.

The formation of a new ministry with Dr. Tubelis as Premier and Foreign Minister, marks the fall from power of the Dictator, Professor Valdemaras. An improvement in Polish-Lithuanian relations is anticipated.

BERLIN STOCK EXCHANGE REFORMS.

BANKERS' MEETING CALLED.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 23.

The leading banks in Berlin have agreed to convene a bankers' meeting to discuss steps for the improvement of the condition of the Berlin Stock Exchange.

The very unsatisfactory organisation of the Stock Exchange has of late proved very disquieting.

FOR ANGLO-GERMAN FRIENDSHIP.

NEW SOCIETY FORMED.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 23.

The long-mooted Anglo-German Association has been definitely formed.

The President of the British Branch of the Association will be Earl Reading, while the President of the German Branch will be the ex-Chancellor, Dr. Cuno.

The Association aims at promoting Anglo-German friendship and closer understanding, and representative committees have been established in both countries, including members of all political parties.

DEATH OF CARDINAL DUBOIS.

ARCHBISHOP OF PARIS.

[THROUGH REUTER'S AGENCY.]

PARIS, September 23.

The death has occurred of Archbishop Cardinal Dubois.

Cardinal Dubois, Archbishop of Paris, was born in 1856, and in 1920 came to the Archbishopric in the French capital. He was prominent in the negotiations between the French Government and the Holy See as to the position of Catholicism in France.

More recently, he was involved in a bitter dispute with the *Action Française*, a Royalist newspaper, regarding the attitude of the Catholic religion to politics.

BIDDING "TOMMY" GOOD-BYE.

AMAZING SCENES IN GERMANY.

CHEERED BY BIG CROWD.

[THROUGH REUTER'S AGENCY.]

WIESBADEN, Sept. 23.

To the accompaniment of such tunes as "Pack up your Troubles," and "Auld Lang Syne," played by the regimental band, the first unit of the British Rhine Army to follow the advance party back to 'Blighty,' namely the 2nd Battalion, Leicesters, entrained at Koenigsstein in the soaking rain.

There were amazing scenes of farewell. Civilians crowded the doorways, windows, and streets to the station, where thousands under a sea of umbrellas cheered the soldiers, who responded by singing "Auld Lang Syne."

OPIUM TRAFFIC AND U.S. SENATE.

ENDEAVOUR TO RELIEVE SHIPMASTERS OF PENALTIES.

[United Press.]

WASHINGTON, Sept. 18.

Debate on the question of opium seized on incoming steamships, with penalties and how levied, was resumed in the Senate to-day and Senator Joseph T. Robinson as Democratic leader moved for reconsideration of the Senate's previous action which would have relieved shipowners from a large measure of responsibility.

Summarizing the argument, Senator Robinson urged that full responsibility upon the owners was necessary for the enforcement of the Anti-Narcotic Act.

Taking a contrary view, Senator Hiram Bingham argued that to attach liability to owners was "exceedingly unfair."

Senator Robinson demanded to know whether Senator Bingham was representing the steamship interests, whereupon the Connecticut Senator replied that his views were personal and based upon a direct knowledge of shipping conditions on the Pacific.

Senator James Couzens of Michigan intervened to read a letter from steamship owners as presented before the Senate Finance Committee, but Senator Bingham disclaimed knowledge of this, although he favoured immunity for the owners.

According to Senator Bingham, penalties were applied against the Dollar shipmasters 40 times between 1925 and 1927 despite their precautions to prevent smuggling of narcotics aboard their vessels. The penalties totalled \$700,000.

Under questioning, Senator Bingham admitted that the Government collected only \$10,000 of this amount.

FLEDGLING AIRPLANES FOR CHINA.

INSTRUCTION OF CHINESE PILOTS.

[United Press.]

New York, Sept. 16.

Officials of the Curtiss Aeroplane Co., announced to-day that they were shipping four airplanes to Shanghai on October 1, for use in the instruction of Chinese fliers who are to collaborate in the establishment of a commercial flying service in China.

It was stated that the service will eventually cover 3,000 miles daily, with 33 airplanes. The first line will be from Shanghai to Hankow. The Aviation Exploration Inc., to whom the four ships are consigned stated that they had advanced information of the shipment and that the airplanes in question are fledgling training planes for training purposes and not the larger amphibian airplanes which will be used in the actual service.

The initial shipment of amphibian airplanes consists of five ships, the first of which is due to reach Shanghai next week, with the others following quickly in regular order. Assembling and testing will require about one week for each ship.

The small fledgling ships will be used in the training of Chinese pilots which Aviation Exploration Inc. has laid down as a fundamental in its policy in China. While the amphibians are to be handled by experienced foreign pilots at the outset, it is expected that as rapidly as Chinese pilots of mature experience can be trained for this specific task, they will replace the foreigners.

While a most important part of the training of the Chinese will be as companions and observers of the foreign pilots in the amphibians on regular service, the fledgling ships will provide a separate means of instruction.

DRAMA OF AN ESCAPE.

CAPTAIN HAALAND'S STORY.

A TERRIBLE ORDEAL.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 23.

Captain Haaland (who was captured by pirates when his ship, the Norwegian freighter "Botnia," stranded near Haichow), in the course of a personal statement telegraphed to Reuter from Fampu, states that the pirates with their captives left the junk at night on September 17, and proceeded inland over the hills, reaching a house on the mountainside at 3 a.m. on September 18.

After an hour, a rescue party of soldiers surrounded the house. The pirates attempted to escape up the mountain, taking the captives with them.

"Exhausted, I lagged behind with one pirate, who, fearing to shoot on account of the pursuing soldiers, tried to kill me with a large stone, leaving me for dead. Reviving, I crept back to the house and at about daylight was taken by soldiers to the Magistrate at the yamen, at Fampu."

Of Mr. Westerheim (the chief officer, who was captured at the same time), Capt. Haaland knows practically nothing. The pair were separated in the hurried departure from the house on the hill, since when nothing has been heard of the chief officer.

CHINESE SPOKESMAN ON THE LEAGUE.

EXPLANATION OF DR. WU'S RECENT PROPOSAL.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 18.

At a weekly memorial meeting at the National Government Office, a spokesman of the National Government declared that the object of China's proposing the appointment of a committee to consider the best means of making more effective Article XIX of the Covenant of the League of Nations, which empowers the Assembly to advise reconsideration by members of the League of treaties which have become inapplicable and consideration of international conditions which might endanger world peace, was not only to abrogate China's "unequal" treaties, but also to free the weaker nations of the world from bondage.

"The highest hope of the League," the Government spokesman continued, "is to bring about peace and equality among nations. Unfortunately, international relations have not improved. There are such things as freedom and equality among the stronger nations, but the weaker ones continue to suffer from the aggressive measures of the Powers. The opponents of the League, therefore, declare that the League has been a failure. The well-wishers of the League hope that the latter body will do better in future."

If unfortunately the League has degenerated and become an instrument of the Powers, there will be nothing glorious even if China be elected a permanent member of the League Council. Should the League be a body championing the cause of the weaker nations and the cause of justice, China would consider itself fortunate even to be an ordinary member of such an institution.

"The introduction of the proposal by our delegation at Geneva is, therefore, really aimed to strengthen the prestige of the League. Unfortunately, this matter has been neglected during the past years. Since this resolution has been placed on the agenda, we hope that the matter will be given due and most careful consideration."

SIBERIAN RAIL SMASH.

APPALLING CASUALTIES.

[THROUGH REUTER'S AGENCY.]

MOSCOW, September 24.

Forty-five people were killed and 33 injured in the derailment of an express travelling from Moscow to Siberia, 50 miles from Viatka.

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Sports News

MALAYA AND THE INTERPORT.

TRIANGULAR CONTEST.

TEAM FROM THE SOUTH DUE IN NOVEMBER.

By the courtesy of the Hon. Secretary of the Hong Kong Cricket Club, I learn officially that news has been received that a representative team from Malaya will leave Singapore on the a.m. Anchises, which due to arrive here on November 2.

This means, of course, that we shall have our triangular contest after all. Provisional dates have been arranged for the matches and are as follows:—

November 5, 6 and 7: Malaya v. Shanghai.
November 8, 11 and 12: Shanghai v. Hong Kong.
November 13, 14 and 15: Malaya v. Hong Kong.

These dates are provisional. If they are adhered to, it will be seen that the Colony's team will have five days' cricket on end. But it is unlikely that the cricket on either Nov. 13 or Nov. 15 will take all day unless the teams are much stronger than I think they will be.

The Selection Committee.

Messrs. R. Hancock and T. E. Pearce have accepted invitations to serve on the Selection Committee and invitations (as yet I believe unanswered) have been issued to Messrs. W. Dace and E. B. Reed.

Saturday's Game.

I have been asked to remind players of the H.K.C.C. that a pick-up Club game will take place on Saturday, September 28, and if those wishing to play will write their names in the book situated halfway between the reading-room and the bar, it will help things on a lot.

I shall discuss these developments in my usual notes on Friday next.

R. ABBIT

AREA FOOTBALL LEAGUE.

The following are the results of matches played for week-ending September 20, 1929. Results:—

"C" Co. 2/K.O.S.B. 1; R.A.M.C. 0.
"C" Co. 1/S.L.I. 1; 31st Heavy Battery R.A. 4.
"B" Co. 2/K.O.S.B. 0; H.Q. 1/S.L.I. 1.
"A" Co. 1/S.L.I. 1; H.Q. 2nd K.O.S.B. 4.
12th Heavy Battery R.A. 0; "B" Co. 1/S.L.I. 3; "A" 2nd K.O.S.B. 0.
"D" Co. 1/S.L.I. 1; R.E. and R.C. of Signals 4.

League Table.

| Team. | P. | W. | L. | D. | F. | A. | P. |
|-----------------------|----|----|----|----|----|----|----|
| R.E. and R.S. | 2 | 2 | 0 | 0 | 8 | 1 | 4 |
| "C" Co. | 2 | 2 | 0 | 0 | 4 | 0 | 4 |
| 31st Hvy. | 2 | 1 | 0 | 1 | 6 | 3 | 3 |
| H.Q. | 2 | 1 | 0 | 1 | 6 | 3 | 3 |
| "D" Co. | 2 | 1 | 0 | 1 | 3 | 2 | 3 |
| "B" Co. | 1 | 1 | 1 | 0 | 6 | 4 | 2 |
| "A" Co. | 1 | 1 | 1 | 0 | 4 | 6 | 2 |
| "C" Co. | 1 | 1 | 1 | 0 | 4 | 6 | 2 |
| 12th Hvy. | 2 | 1 | 0 | 1 | 3 | 2 | |
| R.A.O.C. | 2 | 1 | 0 | 1 | 2 | 5 | 2 |
| "D" Co. | 2 | 0 | 1 | 1 | 2 | 4 | 1 |
| "A" Co. | 2 | 0 | 2 | 0 | 4 | 6 | 0 |
| 30th Hvy. | 2 | 0 | 2 | 0 | 1 | 3 | 0 |
| 27th Co. | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| R.A.S.C. and R.A.P.S. | 1 | 0 | 1 | 0 | 4 | 0 | |

K.F.C. v. SOMERSETS.

The following will represent Kowloon 1st v. Somersets on the Kowloon Club Ground to-day. Kick off 5.15 p.m.:—
Nicholls, Gillet, Pile, Downman, Easterbrook, McKelvie, Eastman, Hedley, Pile, Gallaher, Miles.

E.F.C. v. K.O.S.B. BAND.

The following players have been chosen to represent the Eastern Football Club in a friendly football game against K.O.S.B. Band to-day at 5.30 p.m. at Murray Barrack Ground:—
J. F. Silva; Lau Hon Wing; Fung Yiu Wai; Ng Ying Ray; Cheung Yiu Nam; Cheung Lap Fun; Li Bing; Tong Chu Bing; S. M. S. S. M. Sabhan; Lai Ting Choy. Reserves: Li Yun Yam and Tong Wai Hung.

BASEBALL.

CHICAGO ASSURED OF LEAGUE PENNANT.

[United Press.]

New York, Sept. 13.—Although unable to solve the Giants in to-day's game which resulted in 3-7 defeat, the Chicago Cubs were assured of the National League pennant when the Boston Braves defeated Pittsburgh in the first game of a double-header.

This gave Chicago a percentage of .684 while the Pirates have but .574, making it mathematically impossible for the latter to gain the flag if they won every other game of the schedule. It is now certain that the Cubs and the Athletics will clash in the World Series next month.

The chief other event of to-day's play was Babe Ruth's feat in crashing out his forty-fifth and forty-sixth home runs of the season, putting himself well ahead of the field. Lou Gehrig likewise got two homers, his thirty-third and thirty-fourth.

It was a day of double-headers. In the first of two games between Boston and Pittsburgh the Braves were able to nose out a 5-4 win which meant sweet news for the Cubs. Boston had run behind early in the game but in the eighth inning they gained a lead with three runs, helped by an aggregate of four Pittsburgh errors.

The Pirates took the lead in the seventh inning of the second game with two runs and made one more in the eighth for a 5-2 victory.

With each team making 13 hits but with the Phillies committing five errors, the Cincinnati Reds took Philadelphia's measure to the tune of 9-5.

In the American League the Senators, by a double victory over Detroit, assured themselves undisputed possession of fifth place. Their percentage is now .493, while that of the Tigers is .455. In the first game Washington won 2-0, in the second 1-0.

Babe Ruth made his forty-fifth home run in the first game with Cleveland, assisting the Yankees to a 9-7 win despite four New York errors while Cleveland was responsible for three. Gehrig got his thirty-third homer in this game.

The second game saw each man repeating, and the Yankees turning a total of 14 hits into 12 runs while Cleveland, with seven hits, could make but two runs.

Bishop, of the Athletics homered in the first Philadelphia-St. Louis game but the Browns won 6-2, with a total of 15 hits. In the second game Kris of the Browns homered but the fortunes of war turned toward Philadelphia and the Athletics won by one run, 4-3.

This brought the Athletics to a percentage of .688, New York trailing second with .574, Cleveland third with .523 and St. Louis close behind in fourth place with .521.

The following are the detailed results of to-day's games:—

American League.

| Clubs. | R. | H. | E. |
|----------------|----|----|----|
| Cleveland | 7 | 8 | 3 |
| New York | 9 | 13 | 4 |
| Cleveland | 2 | 7 | 1 |
| New York | 12 | 14 | 1 |
| (second game). | | | |
| Detroit | 0 | 5 | 1 |
| Washington | 2 | 4 | 0 |
| Detroit | 0 | 7 | 1 |
| Washington | 1 | 7 | 2 |
| (second game). | | | |
| St. Louis | 6 | 15 | 0 |
| Philadelphia | 2 | 5 | 1 |
| St. Louis | 3 | 3 | 1 |
| Philadelphia | 4 | 11 | 1 |
| (second game). | | | |

National League.

| Clubs. | R. | H. | E. |
|----------------|----|----|----|
| Boston | 5 | 8 | 2 |
| Pittsburgh | 4 | 10 | 4 |
| Boston | 2 | 6 | 2 |
| Pittsburgh | 5 | 8 | 0 |
| (second game). | | | |
| New York | 7 | 16 | 0 |
| Chicago | 3 | 10 | 0 |
| Philadelphia | 5 | 13 | 0 |
| Cincinnati | 9 | 13 | 1 |

American League.

| Clubs. | W. | L. | Pct. |
|--------------|----|----|------|
| Philadelphia | 97 | 44 | .688 |
| New York | 82 | 60 | .574 |
| Cleveland | 74 | 68 | .523 |
| St. Louis | 73 | 67 | .521 |
| Washington | 68 | 75 | .478 |
| Detroit | 66 | 77 | .465 |
| Chicago | 64 | 83 | .438 |
| Boston | 63 | 90 | .411 |

National League.

| Clubs. | W. | L. | Pct. |
|--------------|----|----|------|
| Chicago | 93 | 47 | .664 |
| Pittsburgh | 82 | 60 | .574 |
| New York | 76 | 63 | .547 |
| St. Louis | 78 | 68 | .537 |
| Brooklyn | 64 | 76 | .457 |
| Philadelphia | 62 | 78 | .443 |
| Cincinnati | 61 | 79 | .438 |
| Boston | 63 | 88 | .417 |

WATER POLO

HIGH SCORING GAME AT V.R.C.

KOWLOON JUNIORS HOLD NAVY.

[By "WATERMAN"]

At the V.R.C. last night the Royal Navy shared the points with the Kowloon "B" in a fast game. Kowloon led throughout but the Navy appeared the more aggressive team of the two and the result was a very fair indication of what took place.

The Teams.

Kowloon "B": Angus, Harvey, Henry, Frost, Murphy and Dawson. Royal Navy: Hunt, Bashford, Wadham, Blyth, Sullivan and Forman.

(The teams agreed to play six a side.)

The Game.

Kowloon started with a fast pace early in the game and held the Navy back. Frost registering the first goal. A few seconds later Murphy put the Kowloon team further ahead, but the Navy played up after this and Sullivan reduced the lead. Just before the interval Kowloon scored their third goal through Frost and was leading by 3-1 at half-time.

Sullivan got through for the Navy in the second half and reduced the lead to 3-2 but Murphy for Kowloon added a further goal for his side and looked like putting a seal to matter when Kowloon was standing at 4-2.

Two goals in succession by Forman enabled the Navy to draw level but Frost again put the civilians ahead a few seconds before the end. Sullivan for the sailors equalised just before the final whistle, the game ending in a draw with the score standing at 5-5. Mr. Wayman refereed.

Game Postponed.

The game between the V.R.C. "B" and Chinese "B" will be played this afternoon after the match between Kowloon "A" and V.R.C. "A".

TO-DAY'S FINAL.

WILL KOWLOON EXTEND V.R.C. "A"?

Before discussing the chances of Kowloon "A" in the match against V.R.C. "A" to-day, I would bring readers' notice to the positions of the various teams in the league which are as follows:—

| | P. | W. | L. | D. | F. | A. | P. |
|--------------|----|----|----|----|----|----|----|
| V.R.C. "A" | 8 | 8 | 0 | 0 | 33 | 2 | 6 |
| Kowloon "A" | 8 | 7 | 0 | 1 | 27 | 4 | 14 |
| Chinese "B" | 7 | 5 | 1 | 1 | 20 | 9 | 11 |
| V.R.C. "B" | 8 | 5 | 0 | 2 | 29 | 15 | 10 |
| K.O.S.B. | 9 | 4 | 0 | 5 | 14 | 18 | 9 |
| Navy | 9 | 3 | 2 | 4 | 9 | 25 | 8 |
| Somersets | 9 | 3 | 0 | 6 | 18 | 23 | 6 |
| Kowloon "B" | 9 | 1 | 2 | 6 | 11 | 37 | 4 |
| Chinese "A" | 8 | 1 | 1 | 6 | 9 | 23 | 3 |
| K.O.S.B. "B" | 9 | 0 | 3 | 6 | 5 | 27 | 3 |

It can be seen that a win or a draw gives the V.R.C. the championship honours.

The leading Club have played the same men throughout and are fielding the same team to-morrow. To those who understand the game, this will undoubtedly stand out as a point in V.R.C.'s favour. Well and Soares will form an excellent defence and Knight in goal should not be overworked playing behind these backs.

Stewart at centre half plays in what appears to be his natural position and will prove a big factor in to-day's match.

Of the V.R.C. forwards, I think Roza Pereira is the most formidable and will need a good deal of watching. Liang also is a useful "all-rounder" and if unwatched will prove dangerous. Gibbons is the home team's "speed-merchant" and he also has a useful backhand shot. The home team in fact has everything desirable in a team, and will not go under without a severe struggle.

For Kowloon, the greatest asset is Angus the goal-keeper. He will prove hard to beat. Rodgers at back is a reliable man, but it seems that Kowloon might not play him in that position as in his last appearance for the team, Rodgers played in the forward line!

Assuming that Rodgers will fill one of the back positions, Logan or Whitchell will get the other place. Both are sound but to my mind, they lack experience and this might prove to be a telling factor. Eric Ralston will be at centre half and he is a "nice mover" to use a racing expression. In this connection he will find Gibbons his equal and these two will be worth watching to-day.

Kerr will be the heavy-handed forward, but he will find Soares hard to pass. Kerr however is quite reliable and if the home backs relax their vigilance for even a while, they will probably pay for it.

Simpson is Kowloon's "big noise." He is a good all-round player and is a nasty customer in front of the goal. I fancy he will receive a good deal of attention from the V.R.C. backs, as the latter can't afford to let Simpson alone at any stage of the game.

If Logan is kept at back Whitchell will be sent out, but he is not dangerous. If Logan is sent out, I think Stewart could arrange to look after him.

(Continued at preceding column).

LAWN BOWLS.

SOME POINTS ABOUT THE INTERPORT.

CHANGE IN SHANGHAI TEAM.

A rumour current last week-end to the effect that Mr. R. C. Aitkenhead would not be coming with the Shanghai lawn bowlers is confirmed in an announcement in the N.C. Daily News that this player finds it impossible to make the trip, and Mr. C. Glover has been substituted in his place.

The news will be disappointing to local enthusiasts, as Mr. Aitkenhead gave a wonderful exhibition of his prowess on the occasion of their last visit in October, 1927. He led the team consisting Messrs. Brittery (No. 1), Harvey (No. 2) and Malcolm (No. 3), which scored an overwhelming victory for the first time on Hong Kong ground. With him as skip in the match against Kowloon Bowling Green Club, the Shanghai rink won handsomely, and put up another record in the series by scoring the maximum of eight in one end.

In his report on the big match, a writer stated that the most useful man on the visiting side was Malcolm, whose work left his skip little to do. Time and again he rolled up a shot that made the spectators forget they were Hong Kongers and applauded vigorously. He was the mainstay of the team. Skip Aitkenhead played with his head as well as with his hands, and his generalship never left anything to be desired. It seemed at times as if all he was bent on was to win by just a small margin—but to make sure of winning.

The Last Visit.

On their last visit the first match against Craigengower was called off owing to rain, but a dry spell intervened and it was decided to play off, the object being to give the visitors a roll up on the same green as that on which the Interport match was due to be played. The following were the results of some of their matches on record:—

| | |
|----------------|-------|
| Lost to C.C.C. | 15-27 |
| Won Interport | 31-17 |
| Beat K.C.C. | 25-13 |
| Beat K.D.R.C. | 20-17 |
| Beat K.B.G.C. | 29-17 |
| Beat Taihook | 19-16 |

The news from Shanghai states that the visitors have been requested by cable to extend their stay in Hong Kong until October 12, and members are requested to make arrangements accordingly. In this case the programme of ten matches (including the Interport) tentatively proposed will hold good.

Shanghai's representatives, due here next Monday, will now comprise Messrs. A. A. Malcolm, C. Glover, R. P. Phillips, Jessiman, Dorrance and Kerley.

Hong Kong Hopes.

The locals have carried out two practice games, in the earlier of which the selected team were beaten. However, in the return match they gave a glimpse of what may be expected from them on the great day. It was a pity that Omar, who played in the first practice game, was left out in the next, and a fair estimate of the local team's worth could have been made had the opposition been provided by, say, Cullen (No. 1), Lux (No. 2), Omar (No. 3) and Gray (Skip). Leaving arguments aside that the local team could have been bettered, it seems certain it will need a very good team to beat them. If Skip Malcolm and his merry men have the real stuff in them, and are really bent on taking back the trophy which they had to unfortunately surrender last September, then we should see a capital game on Saturday week.

HONG KONG LADIES' HOCKEY CLUB.

We are informed that there will be no practice match in connection with the Ladies' Hockey Club on Saturday.

Members will be advised by the Secretary of the date of the next game.

SHEK O COUNTRY CLUB.

The 5th Annual Championship of the Club will be held on Sunday, October 30. The competition will be played over 36 holes, medal play.

Members intending to play should submit their names together with the names of their partners to the Secretaries, Messrs. Thomson & Co., on or before Thursday, October 10.

Both teams have speed, but the V.R.C. combine better.

I suppose I must predict a win for one of the two teams. If I must do so, I will say the V.R.C. will win though I should not like to wager anything on it. A good attendance and plenty of "razzing" might be expected this afternoon. The Chinese "B" meet the V.R.C. "B" after the big match. A win for the V.R.C. "B" will give Kowloon the runners-up position. The Chinese, if they win to-day, will be runners-up.

LAWN TENNIS.

LIM'S DECISIVE WIN.

HONDA OUTCLASSED.

Lim Bong So, the left-handed runner up in the championship of Malaya, won the Open Singles Championship organised by the Chinese Athletic Association by beating T. Honda decisively yesterday at the Stadium.

By brilliant and consistent play he captured the necessary three sets by 6-2, 6-3, 6-3.

In doing so, he played a much different game from what he had shown previously on local courts. Opening his shoulders right from the start, he was always on the aggressive, and although, as usual, he stayed at the base line, he controlled his shot, which had plenty of pace, with remarkable accuracy. The drive, which were the best features of the match, had length, and he mixed them up so well that Honda was kept on the move all the time. Occasionally, he sent an "ace" along the side line with his forehand which drew forth admiration and applause from the gallery.

At no stage of the match did Honda appear likely to stave off defeat, and although he made desperate efforts, especially towards the end, sending over winning shots at times, Lim's mastery was never seriously challenged.

To-day's Match.

The tournament will be brought to a conclusion this afternoon when the final of the Open Doubles will be decided, commencing at 4 p.m. In this match, the Rumjahn cousins will oppose Lim Bong So and John Lim. A good tussle is expected. At the end of play, the distribution of prizes will take place.

HONG KONG CHINESE RECREATION CLUB.

OPEN MIXED DOUBLES CHAMPIONSHIP.

An Open Mixed Doubles Championship will be held under the auspices of the above Club and under the following conditions:—

1. The tournament will be conducted under the present rules of Lawn Tennis and the Rules and Regulations of the Lawn Tennis Association.
2. Each competitor shall pay the sum of \$2.50 as the entrance fee.
3. All rounds except the Semi-finals and the Final shall be played off on or before November 2, 1929. The competitors shall make own arrangements as to the ground on which the said rounds shall be played, but the first named pair in each bracket shall have the choice of ground.
4. The Semi-finals shall be played on the C.R.C. ground at such time as shall be announced in due course, and the Final shall be on the C.R.C. ground on November 9, 1929.
5. The Tennis Sub-Committee of the C.R.C. may extend the time limit if they think fit on account of bad weather or other unforeseen occurrence.
6. For all matches four new Dunlop balls will be provided by the C.R.C. free of charge. The first named pair in each bracket shall apply to China Sports, No. 16, D'Aguiar Street for the balls.
7. Best of three sets shall be played in all the matches, and all results must be immediately sent in to the Hon. Secretary of the Club.
8. Suitable prizes will be provided for the winners and runners-up.
9. All entries shall be sent to the Hon. Secretary on or before September 20, 1929.
10. The draw which may be seeded by the Tennis Sub-Committee of the C.R.C. if they think fit will take place at the C.R.C. at 5.30 p.m. on the September 27, 1929.

11. All disputes which may arise shall be decided by the Tennis Sub-Committee of the C.R.C.

12. The holding of this tournament is conditional on the receipt of not less than 10 entries and should a less number be received, the tournament will not be proceeded with and the entrance fees received shall be returned to the senders.

LADIES' OPEN SINGLES CHAMPIONSHIP.

The draw for the Ladies' Open Singles Championship is as follows:—

1st Round:—(A) Mrs. Higgins v. Mrs. P. Dealy; Mrs. F. Heney v. Mrs. Tottenham; Mrs. McCaw v. Mrs. Taylor; Mrs. Howe v. Mrs. Parsons; Mrs. Beamish v. Mrs. Etherington.

Byes: Mrs. Miles v. Mrs. Gull; Mrs. Heard v. Miss Lo; Mrs. de Lindo v. Winners of (A); Mrs. James v. Mrs. Book; Mrs. McLellan v. Mrs. Chiu Chun Chiu; Mrs. Taylor v. Mr. S. Blaise.

1st Round must be finished by October 7, byes by October 14.

Draw for Semi-Open Mixed Doubles.

1st Round:—(A) "Ball" and Mrs. Haslam v. M. M. Watson and Mrs. Tinson; (B) H. Bradley and Mrs. Bradley v. G. W. de Linde and Mrs. Kerich.

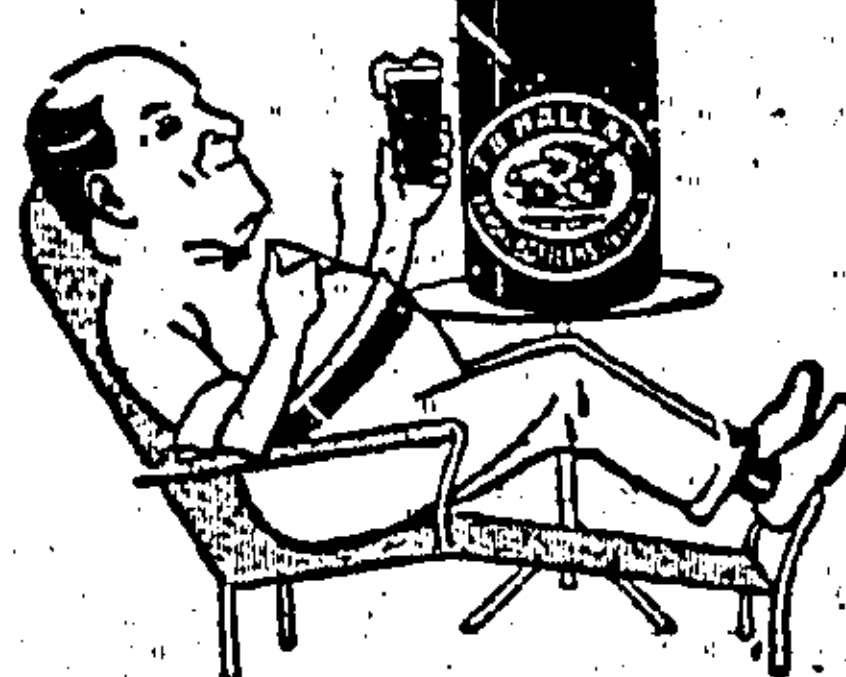
Byes: S. S. Parsons and Miss F. Heney v. H. Myhoff and Mrs. Blaise; G. Sewell and Mrs. Beamish v. T. L. Mathias and Mrs. Parsons; W. G. Fischer and Mrs. Fischer v. H. V. Parker and Miss Stanion; W. H. Bourne and Miss Brown v. Winners of (A); W. A. F. Kerrich and Mrs. de Lindo v. Winners of (B); H. T. Scull and Miss P. Heney v. J. H. Montgomery and Mrs. Taylor; B. G. Grigor and Mrs. Grigor v. E. D. Laurence and Mrs. Miles; E. C. Etherington and Mrs. Etherington v. R. James and Mrs. James.

1st Round and byes must be finished by October 7.

A REAL DRINK "BOAR'S HEAD" BRAND

GUINNESS

FOREIGN EXTRA



STOUT

A WORLD-WIDE REPUTATION

SOLE AGENTS:

PHIL SCOTT MAKES GOOD.

NOW ACCEPTED AS TITLE CONTENDER.

A GREAT VICTORY.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 23. Phil Scott, the British heavy-weight champion, defeated the giant Argentinian, Victorio Campolo, on points in a 10 rounds contest this afternoon. This victory test to-night. This victory puts Scott in line for the world title.

A Tremendous Battle.
At Ebbetts Field before 25,000 spectators, Phil Scott, in the greatest fight of his career, won a grueling contest by a narrow margin. The first to ninth rounds were very even, but in the final round Scott clinched the verdict with a terrific two-fisted onslaught. The referee voted Campolo the winner, but the two judges gave the Englishman the verdict.

Scott must now be regarded as one of the outstanding contenders for "Punchy" title.

In the first round the Argentinian landed a right to the jaw. Scott, on his own admission, taking seven rounds to recover from the effects of the blow. Scott afterwards gained confidence, and his persistent left jab, coupled with a scientific defence, found Campolo vainly seeking an opening.

Scott, with a series of rights and lefts to the body, tied up his opponent in the clinches, and followed with a magnificent right to the jaw. Scott gained the sixth by a narrow margin, and added further points in the seventh with a left and right to the jaw.

He sent Campolo to the ropes with a powerful right to the body in the eighth. Campolo then made a smashing assault with body blows and right swings to the stomach, and Scott retaliated with a left to the point and a right hook to the body.

In the ninth, both slackened, through their previous efforts, until Scott, in a great rally in the final round, landed three right hooks to the face, making a spirited finish with a series of wicked rights and a left to the face and ribs.

WORLD'S FEATHERWEIGHT TITLE.

THE HOLDER BEATEN.

[REUTER'S AMERICAN SERVICE.]
HERTFORD, Conn., Sept. 24. In a fight for the world's feather-weight championship the Italian-American Battalino, beat the French titleholder Andre Routs on points.

HOME FOOTBALL.

PORTSMOUTH'S HARD FIGHT AT LEEDS.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 23. Results of League matches played to-day were as follows:—

Division I.
Leeds..... 1 Portsmouth..... 0

Division II.
Chelsea..... 3 Bury..... 3
Tottenham..... 1 Millwall..... 1
Wolverhampton..... 4 Hull..... 2

Division III. (Southern).
Walsall..... 4 Swindon..... 0

Division III. (Northern).
Chesterfield..... 1 Tranmere..... 0
Doncaster..... 1 Halifax..... 0
Port Vale..... 2 Crewe..... 0

STAGE CENSORSHIP.

BOSTON AND EUGENE O'NEILL'S GREAT PLAY.

[United Press.]

Boston, Sept. 17. Eugene O'Neill's famous and lengthy play "Strange Interlude" was banned in Boston to-day.

Its opening at the Hollis Street Theatre under the auspices of the Theatre Guild of New York was cancelled, following orders by the Mayor of Boston as given through John Casey, city censor.

The censor admitted that he had never seen the play. He said that he was merely obeying orders.

Only one explanation was forthcoming, in the form of a brief remark by the Mayor to the effect that "the production is not fit for the public."

"Strange Interlude" has been produced in New York and elsewhere throughout the country with high praise as a work of art and without previous effort at censorship. Boston's previous acts of censorship against books and plays gave, however, some ground for fears which were promptly realised.

It is believed that the Theatre Guild may make some effort to enjoin the Mayor and city censor from interference, possibly through court action.

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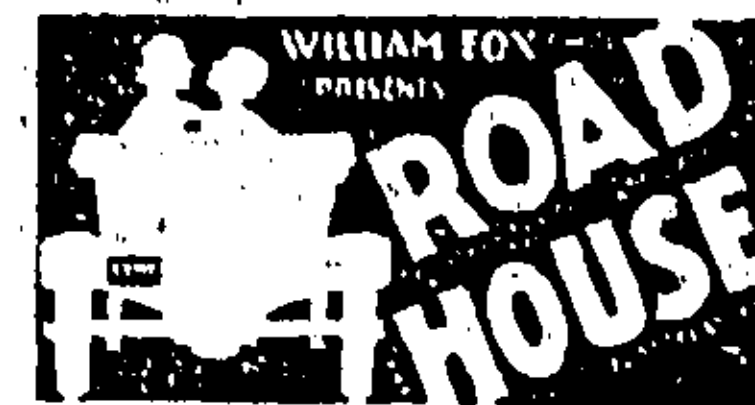
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PLAYERS KICKED AND INJURED.

CROWDS DRIVEN OFF WITH SABRES.

"ANDY" WILSON'S STORY.

SPECTATORS PACK THEIR OWN GOAL!

The story of how Chelsea footballers were kicked and injured by excited crowds during their tour of the Argentine was told to a *Sunday Express* representative recently by Mr. Claud Kirby, the club's chairman, and Andy Wilson, the team's famous centre forward on their return to London.

Mr. Kirby declared that the tour had been a great success, and he was optimistic regarding the future of the game in South America.

"The boys thoroughly enjoyed themselves," he added, "and all are in favour of sending more teams to play in the Argentine."

"This is despite the fact that the crowds there are rather disorderly as compared with the crowds at home, and have yet to learn that onlookers must accept discipline if the greatest amount of enjoyment is to be got out of the game."

"There was only one incident throughout the tour which seriously marred its success. This occurred during a match at Buenos Aires. When one of our team scored thousands of excited people invaded the ground and a number of our players were hurt by kicks and blows."

"We do not want to elaborate on this incident, especially as all the other games went off without serious trouble. The fact remains, however, that Argentine football crowds have yet to learn to accept defeat in a sporting spirit."

Referees.
"Frequently they would swarm over the ground to take part in argument over a disputed ruling, or in their excitement when a goal had been scored, and it would often take twenty minutes to clear the ground for play to be resumed."

"Argentine referees, too, are a constant source of friction. Some of the decisions they give are, to say the least, amazing. The trouble is that they do not understand the rules, and their practice seems to be: 'When in doubt, rule in favour of the home side.'"

"You can well imagine that our players, used as they are to strict interpretation of rules and the discipline of the game in this country, were upset at times and are anxious that everything possible shall be done to bring about better conditions for future visiting teams."

"This, in my opinion, can best be done by continuing to send out teams which, by their example, will create a better atmosphere."

Carried On.
"The climax was reached when, after losing ten minutes of play through this barracking, the whistle blew time. Rodger, our centre-half, walked across to one of the Argentine team to shake hands. He put out his hand."

"The Boca man answered by landing him a terrific kick, which laid him out. He was carried off, and we had to go to the police station and make a statement. They kept us there two hours."

"People in England grumble about British referees. They ought to try the Argentine referees!"
"We are all very glad to be back, I can tell you. It's the Latin temperament," I suppose."

OFFICIALS WORRIED OVER DOUKHOBORS.
RELIGIOUS SECT OF NUDES EMBARRASSING CANADIANS.

Victoria.—Harassed Canadian officials are conferring at Ottawa concerning a proposal to send members of a religious sect known as the Doukhobors to Darcy Island, in the Gulf of Georgia, where they could carry out the nudity dictates of their cult free from molestation.

A group of 104 of the eccentric religionists, who believe garments a fabrication of the devil and prefer to conduct their affairs in their birthday clothes, are now serving a six months' sentence at Vancouver as a result of their appearance in frequent "nude parades" in protest against Canadian laws requiring covering.—United Press.

NO REWARD.
CAPTURERS OF NOTORIOUS HICKMAN DISAPPOINTED.

Los Angeles.—A ruling by the city attorney of Los Angeles states that Los Angeles is not authorized to pay rewards for the apprehension of criminals.

The immediate effect of this is that 12 claimants for the sum of \$310,000, which officials offered some months ago during the time that the whole Pacific Coast was hunting for the "Lone Wolf Slayer" Hickman who had strangled and dismembered a little girl, will all be disappointed.

TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
350 METRES.

1.48 p.m.—Weather report.
5.30 to 6.30 p.m.—Programme of
Chinese music (records supplied by
The Sinophone Co., Ltd.).
7.45 p.m.—Evening weather re-
port.
8 p.m.—Evening programme.
(Columbia records supplied by
Messrs. Anderson Music Co., Ltd.).
10.30 p.m.—Close down.

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Money and Markets

CANTON TRADE NOTES.

The raw silk market has been
rather quiet lately. Latest quot-
ations are:—No. 14/16 \$1.010 (Hong
Kong) per picul and No. 13/15 at
\$930.

The cotton yarn has been dull
but prices are firm on account of
shortage of stocks. According to
a Shanghai telegram, the quotations
have dropped by about one tael.

Manufacturers of rattan articles
are doing exceedingly this year and
are making large profits. Demand
from the United States and Canada
has been so brisk that the quantity
of the exports of such articles has
increased by several times as com-
pared with recent years.

Due to a drop in prices, there has
been a healthy demand for Chinese
flour. Foreign flour has been in
less demand in consequence, and
prices have fallen.

The groundnut oil market has
been dull since the Mid-Autumn
Festival. The camellia-nut oil is
selling well. Both bean oil and
wood-oil are steady. Latest
quotations are:—Groundnut oil,
\$28.70-30.35; Camellia-nut oil, \$25;
Wood-tar oil, \$41.10 and Bean oil,
\$25.50 per picul.

Prices of eggs are low as sup-
plies are abundant. Latest prices
are: Hen's eggs, \$2.63 per hun-
dred; ducks' eggs \$2.34 and salted
ducks' eggs \$4.45.

Manufacturers of electric torches
and cells have done very brisk busi-
ness during the last two years.
Their products have been in bet-
ter demand than those from abroad.
Besides supplying with the need of
the city, large quantities of their
products are exported to the coun-
try districts. A certain quantity is
also exported to Malaya to meet
the demand by the Chinese resi-
dents.

The market for woollens and
velvet remains inactive and prices
are low. Stocks are excessive and
supplies abundant. It is unlikely
that the market will revive just
yet.

TEA-GROWING IN RUSSIA.

MENACE TO CHINA TRADE.

[United Press.]

Moscow.—A large impetus to the
domestic tea-growing industry in
the Soviet Union may be one of the
indirect results of the recent rup-
ture of diplomatic and commercial
relations with China.

Successful efforts in the creation
of tea plantations have been made
in the last two years in the Soviet
Republic of Georgia, in the
Caucasus, the crop this year having
been sufficiently large to affect
sharply the imports from China.
The sudden total exclusion of
Chinese tea has emphasized the
necessity of a home-grown pro-
duct and will lead to an intensifica-
tion of the Georgian efforts.

Serious Sufferers.

Chinese tea merchants will be the
first serious sufferers from the
breach of relations between the two
countries. China always exported
far more to Russia than it imported
therefrom; and tea has been the
largest item of export. Of 31,600,000
rubles' worth of exports to the
Soviet Union in the fiscal year
1927-28 nearly 25,000,000 rubles—or
87 per cent.—represented tea.

In the first half of the present
year, that is from October 1 to
April 1, Chinese exports declined to
less than 9,000,000 rubles. Some of
the loss is explained by the Soviet-
grown tea, the major part by im-
ports from India and other places.
But the sum was still large enough
to affect the Chinese tea export
trade.

Russian exports to China in the
same six months were about 8,000,000
rubles, consisting chiefly of manu-
factured goods, such as cotton tex-
tiles, rubber goods, as well as some
timber and coal. The exports for
the entire preceding year amounted
to 13,700,000 rubles. The trade
balance was thus distinctly in
China's favour.

DAILY SHARE QUOTATIONS.

| HONG KONG STOCK EXCHANGE. | | | | SHAREBROKERS' ASSOCIATION. | | | |
|---------------------------|---------|-------|---------|-------------------------------|---------|-------|---------|
| Buyers | Sellers | Sales | Nominal | Buyers | Sellers | Sales | Nominal |
| | | | | TUESDAY, SEPT. 24. | | | |
| | | | | Banks | | | |
| \$1,245 | ... | ... | \$1314 | H.K. Banks | \$1,250 | ... | ... |
| 2194 | ... | ... | 2327 | Do. (London) | ... | ... | 2194 |
| ... | ... | ... | 2157 | Chartered Banks | ... | ... | 2341 |
| ... | ... | ... | 8904 | Mercantile Bks. "A" | ... | ... | 215 |
| ... | ... | ... | ... | Do. "C" | ... | ... | 790 |
| ... | ... | ... | ... | Bank of East Asia | ... | ... | ... |
| | | | | Insurances | | | |
| 8637 | ... | ... | \$2 | Canton Ins. | \$834 | ... | ... |
| 1180 | ... | ... | ... | Underwriters | \$210 | ... | ... |
| 3350 | ... | ... | ... | North China | ... | ... | 1180 |
| 3310 | ... | ... | ... | Union Ins. | ... | ... | ... |
| 3760 | ... | ... | ... | Yangtze Ins. | ... | ... | ... |
| ... | ... | ... | ... | China Fires | ... | ... | ... |
| ... | ... | ... | ... | H.K. Fires | ... | ... | ... |
| | | | | Shipping | | | |
| ... | ... | ... | ... | Douglas | ... | ... | ... |
| ... | ... | ... | ... | Steamboats | ... | ... | ... |
| ... | ... | ... | ... | Indos (pref.) | ... | ... | ... |
| ... | ... | ... | ... | Do. (def.) | ... | ... | ... |
| ... | ... | ... | ... | Shell Transports | ... | ... | ... |
| ... | ... | ... | ... | Water-boats | ... | ... | ... |
| | | | | Mining | | | |
| ... | ... | ... | ... | Benquets | ... | ... | ... |
| ... | ... | ... | ... | Kailans | ... | ... | ... |
| ... | ... | ... | ... | Langkats (comb.) | ... | ... | ... |
| ... | ... | ... | ... | Do. (single) | ... | ... | ... |
| ... | ... | ... | ... | Explorations | ... | ... | ... |
| ... | ... | ... | ... | Shanghai Loans | ... | ... | ... |
| ... | ... | ... | ... | Raubs | ... | ... | ... |
| ... | ... | ... | ... | Tronch Mines | ... | ... | ... |
| | | | | Docks, Wharves, Godowns, etc. | | | |
| ... | ... | ... | ... | H.K. & K. Wharfs | ... | ... | ... |
| ... | ... | ... | ... | Providents | ... | ... | ... |
| ... | ... | ... | ... | H.K. Docks | ... | ... | ... |
| ... | ... | ... | ... | Shanghai Docks | ... | ... | ... |
| ... | ... | ... | ... | New Engineering | ... | ... | ... |
| ... | ... | ... | ... | Hongkows | ... | ... | ... |
| | | | | Ootton Mills | | | |
| ... | ... | ... | ... | Ewos | ... | ... | ... |
| ... | ... | ... | ... | Shai. Ctons (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | Zoong Sings | ... | ... | ... |
| | | | | Lands, Hotels and Buildings | | | |
| ... | ... | ... | ... | H.K. & S. Hotels | ... | ... | ... |
| ... | ... | ... | ... | H.K. Lands | ... | ... | ... |
| ... | ... | ... | ... | Shanghai Lands | ... | ... | ... |
| ... | ... | ... | ... | H.K. Realty | ... | ... | ... |
| ... | ... | ... | ... | Humphreys | ... | ... | ... |
| ... | ... | ... | ... | Chinese Estates | ... | ... | ... |
| | | | | Public Utilities | | | |
| ... | ... | ... | ... | Tramways | ... | ... | ... |
| ... | ... | ... | ... | Peak Trams (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | Star Ferries | ... | ... | ... |
| ... | ... | ... | ... | C. Lights (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | H.K. Electric | ... | ... | ... |
| ... | ... | ... | ... | Macao | ... | ... | ... |
| ... | ... | ... | ... | Sundakan Lights | ... | ... | ... |
| ... | ... | ... | ... | Telephones | ... | ... | ... |
| ... | ... | ... | ... | China Buses | ... | ... | ... |
| ... | ... | ... | ... | Traction | ... | ... | ... |
| ... | ... | ... | ... | Do. (pref.) | ... | ... | ... |
| | | | | Industrials | | | |
| ... | ... | ... | ... | Canton Ices | ... | ... | ... |
| ... | ... | ... | ... | Cements (comb.) | ... | ... | ... |
| ... | ... | ... | ... | Do. (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | Ropes | ... | ... | ... |
| ... | ... | ... | ... | China Sugars | ... | ... | ... |
| ... | ... | ... | ... | Malabon Sugars | ... | ... | ... |
| ... | ... | ... | ... | United Asbestos | ... | ... | ... |
| | | | | Miscellaneous | | | |
| ... | ... | ... | ... | Dairy Farms | ... | ... | ... |
| ... | ... | ... | ... | Der A. Wings | ... | ... | ... |
| ... | ... | ... | ... | Amusements | ... | ... | ... |
| ... | ... | ... | ... | Constructions | ... | ... | ... |
| ... | ... | ... | ... | Lane Crawford | ... | ... | ... |
| ... | ... | ... | ... | Mackintosh | ... | ... | ... |
| ... | ... | ... | ... | Nanyang Tobacco | ... | ... | ... |
| ... | ... | ... | ... | Sincores (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | Watsons | ... | ... | ... |
| ... | ... | ... | ... | Wm. Powells | ... | ... | ... |
| ... | ... | ... | ... | B. Ind. G. S. Bonds | ... | ... | ... |
| ... | ... | ... | ... | H.K. Govt. Loan | ... | ... | ... |
| ... | ... | ... | ... | Caldbeck | ... | ... | ... |
| ... | ... | ... | ... | Macgregor (pref.) | ... | ... | ... |

THE U.S. TARIFF.

FIRST BLOOD TO
REPUBLICANS.

[United Press.]

WASHINGTON, Sept. 17.
Republican supporters of certain
proposed amendments of the Tariff
Bill were victorious to-day when
the first test vote came.

They succeeded in bringing about
the adoption of provisions curtailing
the power of the Secretary of the
Treasury and prescribing
marking regulations for imported
goods.

A new Republican Senatorial
bloc has been organized, composed
of six Senators of whom five are
from Far Western States.
Senator McNary of Oregon is
the leading spirit of the group,
which is intended to oppose "Pitts-
burgh domination" of Republican
tariff-making.

The Western group is especially
aroused over action of the Senate
Finance Committee in placing logs
and shingles on the free list, it is
learned.

It is admitted that the Tariff
Bill cannot be passed without the
support of the Western Republi-
cans. Meanwhile they are deter-
mined to withhold such support
unless the lumber and mining in-
dustries and a few other local in-
terests obtain the protection which
they declare is essential for pros-
perity.

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their risk in the Godowns of the Hong
Kong and Kowloon Wharf and Godown
Co., Ltd., Kowloon, whence delivery can
be obtained as the Goods are landed.
Goods not cleared within 7 days in-
cluding date of arrival, will be subject to
Rent.

All Claims must be sent to the Under-
signed before Thursday, the 3rd October,
1929, or they will not be recognized.
Damaged Packages must be left in
the Godowns for examination by the
Consignees and the Company's Sur-
veyors, Messrs. Goddard & Douglas at
10 a.m. on Monday, the 30th September,
1929.

No Claims will be admitted after the
Goods have left the Godowns.
No Fire Insurance will be effected by
us in any case whatever.

L. LESDOS,
Agent.
Hong Kong, 24th Sept., 1929. [3408]



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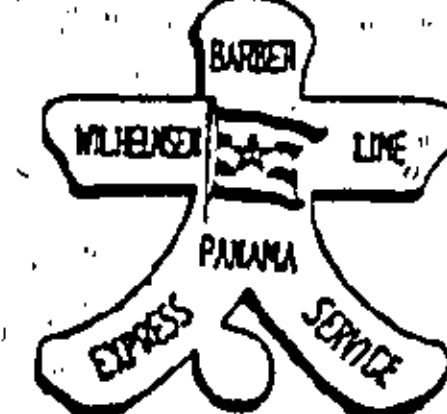
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" " KOBE " " ... H.K.\$210.00
" " YOKOHAMA " " ... H.K.\$235.00

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of September 30 allowing for stop-over at intermediate
port or ports within limit of tickets.

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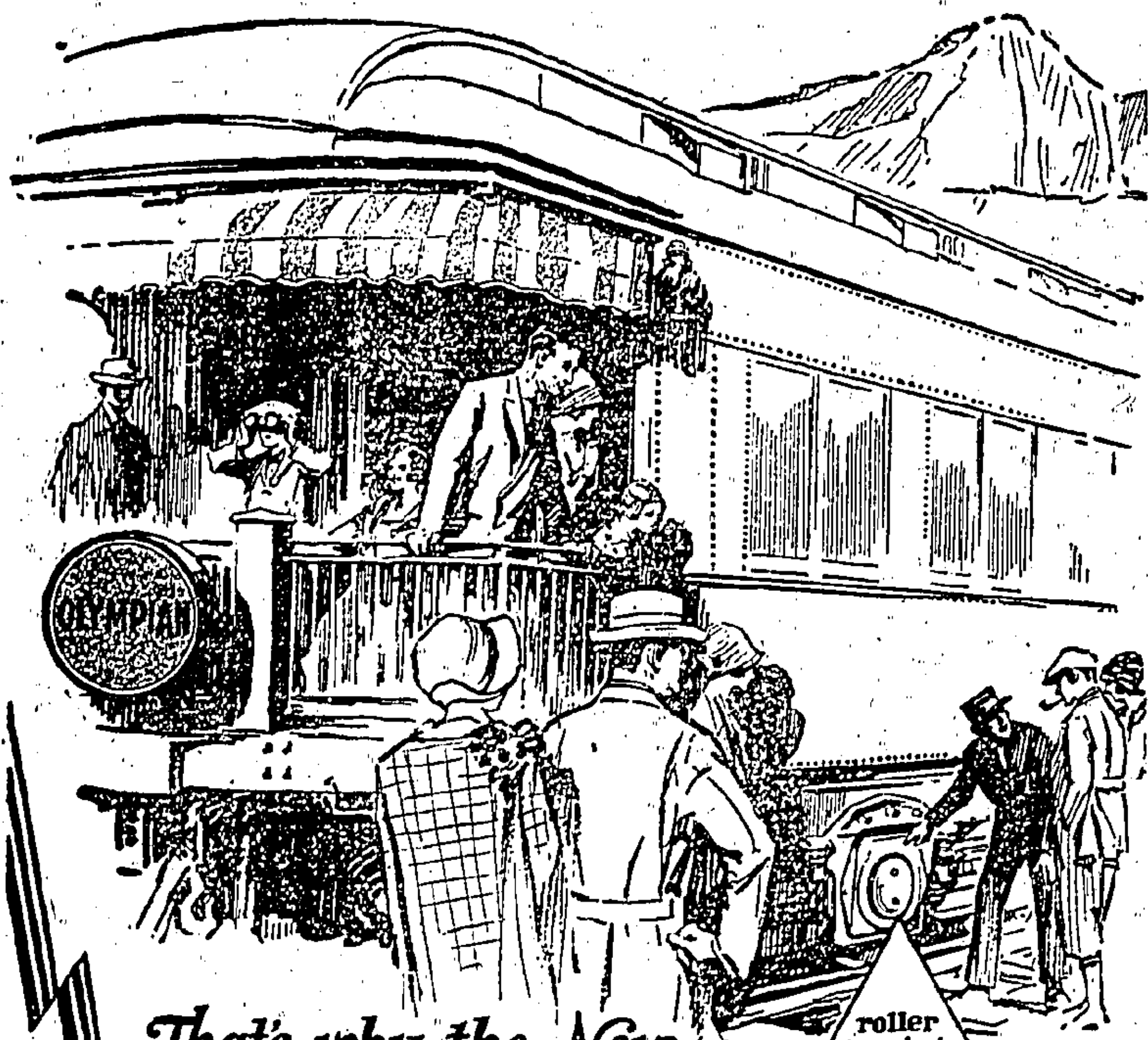
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ALEXANDRIA

Pres. Adams, Dollar, Oct. 6.
Pres. Harrison, Dollar, Oct. 20.

AMOI

Chenau, B. & S., Sept. 25.
Kumsang, Jardine's, Sept. 25.
Haiching, Douglas, Sept. 27.
Tjikembang, J.C.J.L., Sept. 27.
Anking, B. & S., Sept. 30.
Tjileboet, J.C.J.L., Sept. 30.
Haining, Douglas, Oct. 1.
Talamba, B.I., Oct. 1.
Yingchow, B. & S., Oct. 1.
Linnau, B. & S., Oct. 2.
Yuenang, Jardine's, Oct. 2.
Tjileboet, J.C.J.L., Oct. 2.
Antung, B. & S., Oct. 7.
Tjikarang, J.C.J.L., Oct. 7.
Takada, B.I., Oct. 7.
Tjialak, J.C.J.L., Oct. 14.
Kwaishang, Jardine's, Oct. 16.
Kamsu, Jardine's, Oct. 17.
Tjiladak, J.C.J.L., Oct. 18.
Shirala, B.I., Oct. 19.

ANTWERP

Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Karmala, P. & O., Oct. 12.
Menelaus, B.F., Oct. 15.
Kamo Maru, N.Y.K., Oct. 19.
Afrika, Manners, Oct. 21.

AUSTRALIAN PORTS

Tango Maru, N.Y.K., Sept. 25.
Calulu, Dodwell's, Sept. 27.
St. Albans, E. & A., Oct. 4.
Changto, B. & S., Oct. 13.
Aki Maru, N.Y.K., Oct. 23.

BALTIQ PORTS

Afrika, Manners, Oct. 24.
BALTIMORE.

Deebank, Bank, Oct. 1.
City of Norwich, Bank, Oct. 6.

BANGKOK

Kwaiyang, B. & S., Sept. 25.
Hiram, Thoresen, Sept. 25.
Kaying, B. & S., Sept. 29.
Hellas, Thoresen, Oct. 6.
Kwangchow, B. & S., Oct. 6.

BELAWAN DELI

Cremer, J.C.J.L., Sept. 25.
Deebank, Bank, Oct. 1.
Franken, Melchers, Oct. 15.
Fulda, Melchers, Oct. 19.

BOMBAY

Mantua, P. & O., Sept. 25.
Tottori Maru, N.Y.K., Sept. 25.
Awa Maru, N.Y.K., Oct. 11.
Mirzapore, P. & O., Oct. 16.

BOSTON

Cingalese Prince, Furness, Sept. 27.
Deebank, Bank, Oct. 1.
Toba Maru, N.Y.K., Oct. 1.
City of Norwich, Bank, Oct. 6.
Pres. Adams, Dollar, Oct. 6.
Imperial Prince, Furness, Oct. 10.
Lisbon Maru, N.Y.K., Oct. 10.
Pres. Harrison, Dollar, Oct. 20.
Tai Ping, Dodwell's, Oct. 21.
Javanese Prince, Furness, Oct. 24.

BREMEN

Franken, Melchers, Oct. 15.
Fulda, Melchers, Oct. 19.
Afrika, Manners, Oct. 24.

BRINDISI

Duchessa d'Aosta, Dodwell's, Oct. 5.
Esquilino D'well's, Oct. 15.

CALCUTTA

Hosang, Jardine's, Sept. 25.
Kumsang, Jardine's, Oct. 4.
Genoa Maru, N.Y.K., Oct. 9.
Namsang, Jardine's, Oct. 10.
Tilawa, B.I., Oct. 12.
Talamba, B.I., Oct. 24.

CEBU

G'den, Dragon, S.S.S., Sept. 30.
Deebank, Bank, Oct. 1.
Kentucky, S.S.S., Oct. 2.
Washington, S.S.S., Oct. 18.
CHIFFO.

Kuichow, B. & S., Oct. 1.
Huichow, B. & S., Oct. 10.

COLOMBO

Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Glenapp, Jardine's, Oct. 2.
Duchessa d'Aosta, Dodwell's, Oct. 5.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Awa Maru, N.Y.K., Oct. 11.
Karmala, P. & O., Oct. 12.
Esquilino D'well's, Oct. 15.
Franken, Melchers, Oct. 15.
Mirzapore, P. & O., Oct. 16.
Vogland, J.C.J.L., Oct. 17.
Glenahil, Jardine's, Oct. 17.
Fulda, Melchers, Oct. 19.
Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
General Metzinger, M.M., Oct. 22.

COPENHAGEN

Afrika, Manners, Oct. 24.

DALNY

Chenau, B. & S., Sept. 25.
Duisburg, J.C.J.L., Sept. 27.
Linnau, B. & S., Oct. 2.
Trier, Melchers, Oct. 22.

DUTCH PORTS

Glenapp, Jardine's, Oct. 2.
Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Preussen, J.C.J.L., Oct. 8.
City of Pekin, Bank, Oct. 9.
Karmala, P. & O., Oct. 12.
Franken, Melchers, Oct. 15.
Vogland, J.C.J.L., Oct. 17.
Glenahil, Jardine's, Oct. 17.
Sumatra, Gilman's, Oct. 17.
Fulda, Melchers, Oct. 19.
Kamo Maru, N.Y.K., Oct. 19.
Afrika, Manners, Oct. 24.

FOOCHOW

Haiching, Douglas, Sept. 27.
Haining, Douglas, Oct. 1.

GENOA

Pres. Adams, Dollar, Oct. 6.
Preussen, J.C.J.L., Oct. 8.
Linnau, B. & S., Oct. 12.
Vogland, J.C.J.L., Oct. 16.
Fulda, Melchers, Oct. 19.
Oania, B.F., Oct. 20.
Pres. Harrison, Dollar, Oct. 20.

GLASGOW

Hector, B.F., Oct. 2.
Oania, B.F., Oct. 20.

GOTHENBURG

Afrika, Manners, Oct. 24.

HAIPHONG AND HOIHOW

Kwaiyang, B. & S., Sept. 25.
Canton, M.M., Sept. 27.
Chekiang, B. & S., Oct. 4.

HAMBURG

Glenapp, Jardine's, Oct. 2.
Preussen, J.C.J.L., Oct. 8.
City of Pekin, Bank, Oct. 9.
Franken, Melchers, Oct. 15.
Menelaus, B.F., Oct. 15.
Vogland, J.C.J.L., Oct. 17.
Glenahil, Jardine's, Oct. 17.
Sumatra, Gilman's, Oct. 17.
Fulda, Melchers, Oct. 19.
Afrika, Manners, Oct. 24.

HAWAII

Oania, B.F., Oct. 20.

HONOLULU

Pres. Hayes, Dollar, Oct. 1.
Taiyo Maru, N.Y.K., Oct. 16.

ILOILO

Calulu, Dodwell's, Sept. 27.
G'den, Dragon, S.S.S., Sept. 30.
Kentucky, S.S.S., Oct. 2.
Washington, S.S.S., Oct. 18.

JAPAN PORTS

Afrika, Manners, Sept. 25.
Emp. of France, C.P.S., Sept. 25.
Kumsang, Jardine's, Sept. 25.
Bengal Maru, N.Y.K., Sept. 25.
Nellore, P. & O., Sept. 26.
Carnarvonshire, Jardine's, Sept. 27.
Duisburg, J.C.J.L., Sept. 27.
Kalyan, P. & O., Sept. 27.
Siberia Maru, N.Y.K., Sept. 27.
Tamba Maru, N.Y.K., Sept. 29.
Atreus, B.F., Sept. 30.
Nagato Maru, N.Y.K., Sept. 30.
Atsuta Maru, N.Y.K., Oct. 1.
Pres. Jefferson, Dollar, Oct. 1.
Rosandra, J.C.J.L., Oct. 1.
Talamba, B.I., Oct. 1.
Formosa, Jardine's, Oct. 2.
Yuenang, Jardine's, Oct. 3.
Main, Melchers, Oct. 5.
Tathibius, B.F., Oct. 5.
Kwaishang, Jardine's, Oct. 6.
Delta, P. & O., Oct. 7.
Persius, B.F., Oct. 7.
Takada, B.I., Oct. 7.
Toyama Maru, N.Y.K., Oct. 7.
Andre Lebon, M.M., Oct. 8.
Aratuna, B.F., Oct. 8.
Pres. Grant, A.M.L., Oct. 8.
Emp. of Russia, C.P.S., Oct. 9.
Lisbon Maru, N.Y.K., Oct. 10.
Romolo, D'well's, Oct. 10.
Glenahil, Jardine's, Oct. 12.
Macedonia, P. & O., Oct. 12.
Sauerland, J.C.J.L., Oct. 14.
Kashima Maru, N.Y.K., Oct. 15.
Pres. Lincoln, Dollar, Oct. 15.
Taiyo Maru, N.Y.K., Oct. 16.
Suisang, Jardine's, Oct. 17.
Shirala, B.I., Oct. 19.
Malaya, Manners, Oct. 21.
Mishima Maru, N.Y.K., Oct. 21.
Tai Ping, Dodwell's, Oct. 21.
Porthos, M.M., Oct. 22.
Pres. Cleveland, Dollar, Oct. 22.
Pembroke, Jardine's, Oct. 25.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

Kobe

Tjiladak, J.C.J.L., Sept. 25.
Tjileboet, J.C.J.L., Oct. 6.
Tjikembang, J.C.J.L., Oct. 9.
Tjikarang, J.C.J.L., Oct. 19.
Tjialak, J.C.J.L., Oct. 22.

MASSILLAS

Mantua, P. & O., Sept. 25.
Hector, B.F., Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Karmala, P. & O., Oct. 12.
Franken, Melchers, Oct. 15.
Menelaus, B.F., Oct. 15.
Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
General Metzinger, M.M., Oct. 22.

NAPLES

Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.

NEWCHANG

Chenau, B. & S., Sept. 25.
Linnau, B. & S., Oct. 2.
Cheongshing, Jardine's, Oct. 4.
Chipsing, Jardine's, Oct. 20.

NEW YORK, BOSTON, etc.

Cingalese Prince, Furness, Sept. 27.
Deebank, Bank, Oct. 1.
Toba Maru, N.Y.K., Oct. 1.
Yingchow, B. & S., Oct. 1.
City of Norwich, Bank, Oct. 6.
Pres. Adams, Dollar, Oct. 6.
Imperial Prince, Furness, Oct. 10.
Lisbon Maru, N.Y.K., Oct. 11.
Pres. Harrison, Dollar, Oct. 20.
Tai Ping, Dodwell's, Oct. 21.
Javanese Prince, Furness, Oct. 24.

NORTH CHINA

Duisburg, J.C.J.L., Sept. 27.
Main, Melchers, Oct. 5.
Sauerland, J.C.J.L., Oct. 14.
Trier, Melchers, Oct. 22.

OSLO

Sumatra, Esilman's, Oct. 13.
Afrika, Manners, Oct. 24.

PANAMA

Toba Maru, N.Y.K., Oct. 1.
Lisbon Maru, N.Y.K., Oct. 11.

PENANG

Cremer, J.C.J.L., Sept. 25.
Hosang, Jardine's, Sept. 25.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Glenapp, Jardine's, Oct. 2.
Kutsang, Jardine's, Oct. 2.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Genoa Maru, N.Y.K., Oct. 9.
Namsang, Jardine's, Oct. 10.
Awa Maru, N.Y.K., Oct. 11.
Karmala, P. & O., Oct. 12.
Tilawa, B.I., Oct. 12.
Menelaus, B.F., Oct. 15.
Mirzapore, P. & O., Oct. 16.
Kamo Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
Talamba, B.I., Oct. 24.

PORTLAND

Illinois, S.S.S., Sept. 25.
Iowa, S.S.S., Oct. 15.
Bolivier, Bank, Oct. 16.

RABAU

Calulu, D'well's, Sept. 27.

RANGOON

Gesha Maru, N.Y.K., Oct. 9.

SAIGON

Angers, M. & M., Oct. 8.
General Metzinger, M.M., Oct. 22.

SANDAKAN

Calulu, Dodwell's, Sept. 27.
Hinsang, Jardine's, Oct. 2.
St. Albans, E. & A., Oct. 4.
Mausang, Jardine's, Oct. 10.

SAN FRANCISCO

Illinois, S.S.S., Sept. 25.
Pres. Hayes, Dollar, Oct. 1.
G'den Star, S.S.S., Oct. 5.
Pres. Grant, A.M.L., Oct. 8.
Lisbon Maru, N.Y.K., Oct. 10.
Iowa, S.S.S., Oct. 15.
Taiyo Maru, N.Y.K., Oct. 16.
Tai Ping, Dodwell's, Oct. 21.
Pres. Cleveland, Dollar, Oct. 22.

SCANDINAVIAN PORTS

Sumatra, Gilman's, Oct. 13.
Afrika, Manners, Oct. 24.

SEATTLE

Pres. Jefferson, A.M.L., Oct. 1.
Tathibius, B.F., Oct. 5.
Toyama Maru, N.Y.K., Oct. 7.
Pres. Lincoln, Dollar, Oct. 15.
Bolivier, Bank, Oct. 16.
Mishima Maru, N.Y.K., Oct. 21.

SHANGHAI

Afrika, Manners, Sept. 25.
Chenau, B. & S., Sept. 25.
Emp. of France, C.P.S., Sept. 25.
Hangsang, Jardine's, Sept. 25.
Shantung, B. & S., Sept. 25.
Bengal Maru, N.Y.K., Sept. 25.
Vellore, B. & S., Sept. 27.
Carnarvonshire, Jardine's, Sept. 27.
Duisburg, J.C.J.L., Sept. 27.
Kalyan, P. & O., Sept. 27.
Siberia Maru, N.Y.K., Sept. 27.
Tjikembang, J.C.J.L., Sept. 27.
Chaksang, Jardine's, Sept. 29.
Kandow, B. & S., Sept. 29.
Suiyang, B. & S., Sept. 29.
Nagato Maru, N.Y.K., Sept. 30.
Pres. Jefferson, A.M.L., Oct. 1.
Atsuta Maru, N.Y.K., Oct. 1.
Rosandra, J.C.J.L., Oct. 1.
Summing, B. & S., Oct. 1.

SHANGHAI—(Continued).

Talamba, B.I., Oct. 1.
Yingchow, B. & S., Oct. 1.
Formosa, Gilman's, Oct. 2.
Linnau, B. & S., Oct. 2.
Yatshing, Jardine's, Oct. 2.
Main, Melchers, Oct. 5.
Kwaishang, Jardine's, Oct. 6.
Pres. Adams, Dollar, Oct. 6.
Delta, P. & O., Oct. 7.
Persius, B.F., Oct. 7.
Tjikarang, J.C.J.L., Oct. 7.
Toyama Maru, N.Y.K., Oct. 7.
Angers, M. & M., Oct. 8.
Pres. Grant, A.M.L., Oct. 8.
Tjileboet, J.C.J.L., Oct. 8.
Emp. of Russia, C.P.S., Oct. 9.
Lisbon Maru, N.Y.K., Oct. 10.
Romolo, D'well's, Oct. 10.
Glenahil, Jardine's, Oct. 12.
Macedonia, P. & O., Oct. 12.
Sauerland, J.C.J.L., Oct. 14.
Kashima Maru, N.Y.K., Oct. 15.
Pres. Lincoln, Dollar, Oct. 15.
Taiyo Maru, N.Y.K., Oct. 16.
Tjiladak, J.C.J.L., Oct. 16.
Mishima Maru, N.Y.K., Oct. 21.
Tai Ping, Dodwell's, Oct. 21.
Porthos, M.M., Oct. 22.
Pres. Cleveland, Dollar, Oct. 22.
Trier, Melchers, Oct. 22.
Belmont, P. & O., Oct. 23.
Pembroke, Jardine's, Oct. 25.

SINGAPORE

Asia, Manners, Sept. 25.
Kwaiyang, B. & S., Sept. 25.
Cromer, J.C.J.L., Sept. 26.
Hosang, Jardine's, Sept. 26.
Tottori Maru, N.Y.K., Sept. 27.
Mantua, P. & O., Sept. 28.
Anking, B. & S., Sept. 30.
Glenapp, Jardine's, Oct. 2.
Hector, B.F., Oct. 2.
Atreus, B.F., Sept. 3.
Kutsang, Jardine's, Oct. 4.
Duchessa d'Aosta, D'well's, Oct. 5.
Haruna Maru, N.Y.K., Oct. 5.
Pres. Adams, Dollar, Oct. 6.
Angers, M. & M., Oct. 8.
Preussen, J.C.J.L., Oct. 8.
Genoa Maru, N.Y.K., Oct. 9.
Namsang, Jardine's, Oct. 10.
Awa Maru, N.Y.K., Oct. 11.
Karmala, P. & O., Oct. 12.
Tilawa, B.I., Oct. 12.
Franken, Melchers, Oct. 15.
Mirzapore, P. & O., Oct. 16.
Vogland, J.C.J.L., Oct. 17.
Glenahil, Jardine's, Oct. 17.
Kashima Maru, N.Y.K., Oct. 19.
Pres. Harrison, Dollar, Oct. 20.
Hakata Maru, N.Y.K., Oct. 21.
General Metzinger, M.M., Oct. 22.
Talamba, B.I., Oct. 24.

SOUTH AFRICAN PORTS

Hakata Maru, N.Y.K., Oct. 21.

SOUTH AMERICAN PORTS

Hakata Maru, N.Y.K., Oct. 21.

SWATOW

Hangsang, Jardine's, Sept. 25.
Shantung, B. & S., Sept. 25.
Haiching, Douglas, Sept. 27.
Chaksang, Jardine's, Sept. 29.
Hiram, Thoresen, Sept. 29.
Kaying, B. & S., Sept. 29.
Suiyang, B. & S., Sept. 29.
Anking, B. & S., Sept. 30.
Tjileboet, J.C.J.L., Sept. 30.
Haining, Douglas, Oct. 1.
Sunning, B. & S., Oct. 1.
Yatshing, Jardine's, Oct. 2.
Helling, Thoresen, Oct. 6.
Kwaishang, Jardine's, Oct. 6.
Kwangchow, B. & S., Oct. 6.
Antung, B. & S., Oct. 7.
Tjialak, J.C.J.L., Oct. 14.

TIENTSIN

Fulda, Melchers, Sept. 24.
Haiching, Douglas, Sept. 24.
Duisburg, J.C.J.L., Sept. 27.
Kueichow, B. & S., Oct. 1.
Cheongshing, Jardine's, Oct. 4.
Huichow, B. & S., Oct. 10.
Chipsing, Jardine's, Oct. 20.
Trier, Melchers, Oct. 22.

TRIESTE AND VENICE

Duchessa d'Aosta, Dodwell's, Oct. 5.
Esquilino D'well's, Oct. 15.

TSINGTAO

Hangsang, Jardine's, Sept.

CHINA NAVIGATION COMPANY, LIMITED.

| | | | |
|-------------------------------|------------|---------------|---------|
| SWATOW, SHANGHAI & TIENTSIN | "SHANTUNG" | On 25th Sept. | 8 a.m. |
| HONGKONG, SHANGHAI & BANGKOK | "KWEIYANG" | On 25th Sept. | 10 a.m. |
| AMOI, SHANGHAI & DALY | "CHENAN" | On 25th Sept. | 5 p.m. |
| SHANGHAI | "OHINHUA" | On 27th Sept. | 3 p.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SUIYANG" | On 29th Sept. | 8 a.m. |
| SWATOW, SHANGHAI & TIENTSIN | "KANCHOW" | On 29th Sept. | Noon |
| SWATOW, SHANGHAI & TIENTSIN | "KAYING" | On 29th Sept. | Noon |
| SWATOW, AMOI, SWATOW & S'PORE | "ANKING" | On 29th Sept. | 5 p.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SUNNING" | On 1st Oct. | 8 a.m. |
| WIMAIWAI, CHEFOO & TIENTSIN | "KUEICHO" | On 1st Oct. | 11 a.m. |
| AMOI, SHANGHAI & NEWCHOW | "YINGCHOW" | On 2nd Oct. | 5 p.m. |
| HONGKONG, PAKHOI & HAIPHONG | "CHERIAN" | On 4th Oct. | 10 a.m. |
| SWATOW & BANGKOK | "KWAICHOW" | On 6th Oct. | Noon |
| SWATOW, AMOI, SWATOW & S'PORE | "ANTUNG" | On 7th Oct. | 5 p.m. |
| WIMAIWAI, CHEFOO & TIENTSIN | "KUEICHO" | On 10th Oct. | 11 a.m. |

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| STAMPA | Days from Hong Kong | Days to Australia |
|---------|---------------------|-------------------|
| CHANGTE | 11th October | 18th October |

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M.S. "Malaya" ... 21st Oct. ... 2nd Dec.

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"IMPERIAL PRINCE" ... Oct. 10th
"JAVANESE PRINCE" ... Oct. 24th

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[19]



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| | |
|--------------|-----------|
| ANGERS | 8th Oct. |
| G. METZINGER | 22nd Oct. |
| ANDRE LEBON | 5th Nov. |
| PORTHOS | 18th Nov. |
| CHENONORBAUX | 3rd Dec. |
| ATHOS II | 17th Dec. |
| D'ARTAGNAN | 31st Dec. |
| ANGERS | 14th Jan. |

To Yokohama via Shanghai and Kobe.

| | |
|--------------|-----------|
| ANDRE LEBON | 8th Oct. |
| PORTHOS | 22nd Oct. |
| CHENONORBAUX | 5th Nov. |
| ATHOS II | 18th Nov. |
| D'ARTAGNAN | 3rd Dec. |
| ANGERS | 17th Dec. |
| SPHINX | 31st Dec. |
| G. METZINGER | 14th Jan. |

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| STATION | HONG KONG OBSERVATORY | SEPTEMBER 23, 1929. | | | | | | | | | | SEPTEMBER 24, 1929. | | | | | | | | | |
|----------------|-----------------------|------------------------|-------------|----------|------|--------|------------|------------------------|-------------|----------|------|---------------------|------------|------------------------|-------------|----------|------|--------|------------|------------------------|-------------|
| | | Barometer at Sea Level | Thermometer | Humidity | Wind | Clouds | Visibility | Barometer at Sea Level | Thermometer | Humidity | Wind | Clouds | Visibility | Barometer at Sea Level | Thermometer | Humidity | Wind | Clouds | Visibility | Barometer at Sea Level | Thermometer |
| Wladivostok | 12 | 29.96 | 76.1 | 66 | SE | 3 | 0 | 30.05 | 76.2 | 64 | SE | 1 | 0 | 30.05 | 76.2 | 64 | SE | 1 | 0 | 30.05 | 76.2 |
| Nemuro | 11 | 30.20 | 76.0 | ... | SE | ... | ... | 30.22 | 76.7 | ... | SSW | ... | ... | 30.22 | 76.7 | ... | SSW | ... | ... | 30.22 | 76.7 |
| Hokodate | ... | 30.12 | 76.0 | ... | ESE | ... | ... | 30.18 | 76.0 | ... | E | ... | ... | 30.18 | 76.0 | ... | E | ... | ... | 30.18 | 76.0 |
| Tokio | ... | 30.04 | 76.0 | ... | NNE | ... | ... | 30.14 | 76.5 | ... | NNW | ... | ... | 30.14 | 76.5 | ... | NNW | ... | ... | 30.14 | 76.5 |
| Kochi | ... | 29.98 | 76.5 | ... | WSW | ... | ... | 30.10 | 76.5 | ... | ... | ... | ... | 30.10 | 76.5 | ... | ... | ... | ... | 30.10 | 76.5 |
| Nagasaki | ... | 29.92 | 76.0 | ... | SW | ... | ... | 30.02 | 76.5 | ... | NE | ... | ... | 30.02 | 76.5 | ... | NE | ... | ... | 30.02 | 76.5 |
| Kagoshima | ... | 29.90 | 75.5 | ... | ENE | ... | ... | 30.00 | 76.0 | ... | ... | ... | ... | 30.00 | 76.0 | ... | ... | ... | ... | 30.00 | 76.0 |
| Oshima | ... | 29.90 | 75.5 | ... | N | ... | ... | 29.94 | 76.0 | ... | ... | ... | ... | 29.94 | 76.0 | ... | ... | ... | ... | 29.94 | 76.0 |
| Naha | ... | 29.90 | 75.5 | ... | N | ... | ... | 29.92 | 76.0 | ... | ENE | ... | ... | 29.92 | 76.0 | ... | ENE | ... | ... | 29.92 | 76.0 |
| Ishigakijima | ... | 29.92 | 76.0 | ... | SE | ... | ... | 29.90 | 75.5 | ... | NE | ... | ... | 29.90 | 75.5 | ... | NE | ... | ... | 29.90 | 75.5 |
| Bonin Island | ... | 29.94 | 76.0 | ... | N | ... | ... | 29.98 | 76.0 | ... | ... | ... | ... | 29.98 | 76.0 | ... | ... | ... | ... | 29.98 | 76.0 |
| Chefoo | 15 | 29.85 | 76.2 | 90 | SSW | 2 | b | 30.12 | 76.0 | 67 | NW | 91 | b | 30.12 | 76.0 | 67 | NW | 91 | b | 30.12 | 76.0 |
| Shanghai | 14 | 29.94 | 76.0 | 86 | SE | 1 | b | 29.93 | 76.0 | 73 | ESE | 88 | e | 29.93 | 76.0 | 73 | ESE | 88 | e | 29.93 | 76.0 |
| Guangzhou | ... | 30.01 | 76.2 | 78 | SE | 4 | b | 30.05 | 76.2 | 74 | SE | 81 | SE | 30.05 | 76.2 | 74 | SE | 81 | SE | 30.05 | 76.2 |
| Shanghai | ... | 29.90 | 76.2 | 84 | SE | 2 | b | 29.93 | 76.2 | 78 | N | 1 | b | 29.93 | 76.2 | 78 | N | 1 | b | 29.93 | 76.2 |
| Shanghai | ... | 29.86 | 76.2 | 88 | SE | 4 | b | 29.89 | 75.2 | 78 | ENE | 82 | b | 29.89 | 75.2 | 78 | ENE | 82 | b | 29.89 | 75.2 |
| Amoy | ... | 29.85 | 76.2 | 83 | SE | 2 | b | 29.83 | 75.0 | 70 | ... | ... | ... | 29.83 | 75.0 | 70 | ... | ... | ... | 29.83 | 75.0 |
| Swatow | ... | 29.89 | 75.9 | 86 | SW | 2 | b | 29.91 | 75.6 | 73 | ... | ... | ... | 29.91 | 75.6 | 73 | ... | ... | ... | 29.91 | 75.6 |
| Taipei | ... | 29.89 | 75.9 | 86 | SW | 2 | b | 29.88 | 75.0 | 73 | ... | ... | ... | 29.88 | 75.0 | 73 | ... | ... | ... | 29.88 | 75.0 |
| Taiwan | ... | 29.89 | 75.9 | 86 | SW | 2 | b | 29.89 | 75.0 | 73 | ... | ... | ... | 29.89 | 75.0 | 73 | ... | ... | ... | 29.89 | 75.0 |
| Koshun | ... | 29.91 | 75.6 | 84 | ... | ... | ... | 29.83 | 75.0 | 77 | ... | ... | ... | 29.83 | 75.0 | 77 | ... | ... | ... | 29.83 | 75.0 |
| Pescadore | ... | 29.84 | 75.9 | 85 | ... | ... | ... | 29.83 | 75.9 | 79 | ... | ... | ... | 29.83 | 75.9 | 79 | ... | ... | ... | 29.83 | 75.9 |
| Hong Kong | 14 | 29.85 | 75.8 | 2 | E | 2 | c | 29.87 | 75.7 | ... | E | 2 | c | 29.87 | 75.7 | ... | E | 2 | c | 29.87 | 75.7 |
| Gap Rock | ... | 29.82 | 75.7 | 90 | SE | 2 | c | 29.85 | 75.4 | 79 | SE | 2 | c | 29.85 | 75.4 | 79 | SE | 2 | c | 29.85 | 75.4 |
| Macao | ... | 29.84 | 75.7 | 87 | ENE | 2 | b | 29.88 | 75.9 | 80 | ... | ... | ... | 29.88 | 75.9 | 80 | ... | ... | ... | 29.88 | 75.9 |
| Hohow | ... | 29.84 | 75.7 | 86 | ENE | 2 | b | 29.88 | 75.9 | 80 | ... | ... | ... | 29.88 | 75.9 | 80 | ... | ... | ... | 29.88 | 75.9 |
| Prata Island | ... | 29.81 | 75.7 | 81 | ENE | 2 | b | 29.86 | 75.4 | 77 | ... | ... | ... | 29.86 | 75.4 | 77 | ... | ... | ... | 29.86 | 75.4 |
| Phuoc | ... | 29.79 | 75.6 | 82 | ... | ... | ... | 29.82 | 74.7 | 75 | ... | ... | ... | 29.82 | 74.7 | 75 | ... | ... | ... | 29.82 | 74.7 |
| Tourane | ... | 29.80 | 75.6 | 86 | ... | ... | ... | 29.82 | 75.7 | 79 | ... | ... | ... | 29.82 | 75.7 | 79 | ... | ... | ... | 29.82 | 75.7 |
| Cape St. James | 14 | 29.76 | 75.6 | 86 | ENE | 4 | b | 29.85 | 75.8 | 78 | ... | ... | ... | 29.85 | 75.8 | 78 | ... | ... | ... | 29.85 | 75.8 |
| Basco | ... | 29.76 | 75.6 | 86 | ENE | 4 | b | 29.85 | 75.8 | 78 | ... | ... | ... | 29.85 | 75.8 | 78 | ... | ... | ... | 29.85 | 75.8 |
| Aparri | ... | 29.74 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Tuguegarao | ... | 29.72 | 75.4 | 90 | ... | ... | ... | 29.81 | 75.7 | 77 | ... | ... | ... | 29.81 | 75.7 | 77 | ... | ... | ... | 29.81 | 75.7 |
| Yigan | ... | 29.72 | 75.4 | 90 | ... | ... | ... | 29.78 | 75.6 | 77 | ... | ... | ... | 29.78 | 75.6 | 77 | ... | ... | ... | 29.78 | 75.6 |
| Manila | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Yagap | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Calbayog | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Tacloban | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Iloilo | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Cebu | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Surigao | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Saipan | ... | 29.71 | 75.4 | 86 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 | 78 | ... | ... | ... | 29.79 | 75.6 |
| Guam | 12.22 | 29.76 | 75.6 | ... | ... | ... | ... | 29.84 | 75.7 | 78 | ... | ... | ... | 29.84 | 75.7 | 78 | ... | ... | ... | 29.84 | 75.7 |
| Yap | 11.00 | 29.78 | 75.6 | ... | ... | ... | ... | 29.84 | 75.7 | 78 | ... | ... | ... | 29.84 | 75.7 | 78 | ... | ... | ... | 29.84 | 75.7 |
| Pelew | ... | 29.78 | 75.6 | ... | ... | ... | ... | 29.83 | 75.7 | 77 | ... | ... | ... | 29.83 | 75.7 | 77 | ... | ... | ... | 29.83 | 75.7 |
| Ponape | ... | 29.78 | 75.6 | ... | ... | ... | ... | 29.83 | 75.7 | 77 | ... | ... | ... | 29.83 | 75.7 | 77 | ... | ... | ... | 29.83 | 75.7 |
| Labuan | 14 | 29.82 | 75.7 | 86 | ... | ... | ... | 29.85 | 75.8 | 82 | ... | ... | ... | 29.85 | 75.8 | 82 | ... | ... | ... | 29.85 | 75.8 |

September 24d. 10A. 28m.—Pressure continues highest to the north of Hokkaido and is relatively low to the east of the Philippines.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 68.06 inches, against an average of 73.96 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 25.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamook
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

Moderate northerly winds.

E. winds, moderate; fair.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 24.

| Hong Kong Observatory, September 24. | | | |
|---|---------------------------|--------------------|----------------------|
| | Previous Day at 4 p.m. | On Date 10 a.m. | On Date at 4 p.m. |
| Barometer... | 29.93 | 29.95 | 29.87 |
| Temperature... | 84 | 84 | 83 |
| Humidity... | 76 | 74 | 75 |
| Wind... | | | |
| Direction | E | E | E |
| Force | 2 | 2 | 3 |
| Weather | C | C | C |
| Rain | 0.00 | 0.00 | 0.00 |
| Highest open-air Temperature, | 23.85 | | |
| Lowest open-air Temperature, | 24.79 | | |
| B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R-Rain; T=Thunder. | | | |

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TO VICTORIA AND VANCOUVER17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

| Ship | Leave | Arrive | Ship | Leave | Arrive |
|-------------------|---------|---------|---------|---------|---------|
| EMPEROR OF RUSSIA | Oct. 9 | Oct. 17 | Oct. 17 | Oct. 25 | Oct. 25 |
| EMPEROR OF ASIA | Oct. 30 | Nov. 5 | Nov. 5 | Nov. 12 | Nov. 12 |
| EMPEROR OF CANADA | Nov. 13 | Nov. 18 | Nov. 18 | Nov. 21 | Nov. 21 |
| EMPEROR OF RUSSIA | Nov. 27 | Dec. 3 | Dec. 3 | Dec. 10 | Dec. 10 |
| EMPEROR OF ASIA | Dec. 19 | Dec. 24 | Dec. 24 | Dec. 27 | Dec. 27 |
| EMPEROR OF CANADA | Jan. 1 | Jan. 6 | Jan. 6 | Jan. 13 | Jan. 13 |
| EMPEROR OF RUSSIA | Jan. 15 | Jan. 20 | Jan. 20 | Jan. 27 | Jan. 27 |
| EMPEROR OF ASIA | Feb. 5 | Feb. 10 | Feb. 10 | Feb. 17 | Feb. 17 |
| EMPEROR OF CANADA | Feb. 19 | Feb. 24 | Feb. 24 | Feb. 27 | Feb. 27 |
| EMPEROR OF RUSSIA | Mar. 5 | Mar. 10 | Mar. 10 | Mar. 17 | Mar. 17 |
| EMPEROR OF ASIA | Mar. 19 | Mar. 24 | Mar. 24 | Mar. 27 | Mar. 27 |
| EMPEROR OF CANADA | Apr. 2 | Apr. 7 | Apr. 7 | Apr. 14 | Apr. 14 |
| EMPEROR OF RUSSIA | Apr. 16 | Apr. 21 | Apr. 21 | Apr. 28 | Apr. 28 |
| EMPEROR OF ASIA | Apr. 30 | May 5 | May 5 | May 12 | May 12 |
| EMPEROR OF CANADA | May 13 | May 18 | May 18 | May 25 | May 25 |
| EMPEROR OF RUSSIA | May 27 | Jun. 1 | Jun. 1 | Jun. 8 | Jun. 8 |
| EMPEROR OF ASIA | Jun. 10 | Jun. 15 | Jun. 15 | Jun. 22 | Jun. 22 |
| EMPEROR OF CANADA | Jun. 24 | Jun. 29 | Jun. 29 | Jul. 6 | Jul. 6 |
| EMPEROR OF RUSSIA | Jul. 8 | Jul. 13 | Jul. 13 | Jul. 20 | Jul. 20 |
| EMPEROR OF ASIA | Jul. 22 | Jul. 27 | Jul. 27 | Aug. 3 | Aug. 3 |
| EMPEROR OF CANADA | Aug. 5 | Aug. 10 | Aug. 10 | Aug. 17 | Aug. 17 |
| EMPEROR OF RUSSIA | Aug. 19 | Aug. 24 | Aug. 24 | Aug. 31 | Aug. 31 |
| EMPEROR OF ASIA | Aug. 26 | Aug. 31 | Aug. 31 | Sep. 7 | Sep. 7 |
| EMPEROR OF CANADA | Sep. 9 | Sep. 14 | Sep. 14 | Sep. 21 | Sep. 21 |
| EMPEROR OF RUSSIA | Sep. 16 | Sep. 21 | Sep. 21 | Sep. 28 | Sep. 28 |
| EMPEROR OF ASIA | Sep. 20 | Sep. 25 | Sep. 25 | Oct. 2 | Oct. 2 |
| EMPEROR OF CANADA | Sep. 24 | Sep. 29 | Sep. 29 | Oct. 6 | Oct. 6 |
| EMPEROR OF RUSSIA | Sep. 28 | Oct. 3 | Oct. 3 | Oct. 10 | Oct. 10 |
| EMPEROR OF ASIA | Sep. 30 | Oct. 5 | Oct. 5 | Oct. 13 | Oct. 13 |
| EMPEROR OF CANADA | Oct. 4 | Oct. 9 | Oct. 9 | Oct. 17 | Oct. 17 |
| EMPEROR OF RUSSIA | Oct. 8 | Oct. 13 | Oct. 13 | Oct. 20 | Oct. 20 |
| EMPEROR OF ASIA | Oct. 12 | Oct. 17 | Oct. 17 | Oct. 24 | Oct. 24 |
| EMPEROR OF CANADA | Oct. 16 | Oct. 21 | Oct. 21 | Oct. 28 | Oct. 28 |
| EMPEROR OF RUSSIA | Oct. 20 | Oct. 25 | Oct. 25 | Nov. 2 | Nov. 2 |
| EMPEROR OF ASIA | Oct. 24 | Oct. 29 | Oct. 29 | Nov. 6 | Nov. 6 |
| EMPEROR OF CANADA | Oct. 28 | Nov. 2 | Nov. 2 | Nov. 10 | Nov. 10 |
| EMPEROR OF RUSSIA | Oct. 31 | Nov. 5 | Nov. 5 | Nov. 14 | Nov. 14 |
| EMPEROR OF ASIA | Nov. 4 | Nov. 9 | Nov. 9 | Nov. 18 | Nov. 18 |
| EMPEROR OF CANADA | Nov. 8 | Nov. 13 | Nov. 13 | Nov. 22 | Nov. 22 |

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Antwerp, Cherbourg and Hamburg

HONG KONG-MANILA SERVICE

| Ship | Leave | Arrive | Ship | Leave | Arrive |
|-------------------|---------|---------|-------------------|---------|---------|
| EMPEROR OF RUSSIA | Oct. 3 | Oct. 6 | EMPEROR OF ASIA | Oct. 25 | Oct. 27 |
| EMPEROR OF ASIA | Oct. 15 | Oct. 18 | EMPEROR OF RUSSIA | Oct. 28 | Oct. 31 |

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| | | |
|--|-----|----------------------|
| SAN FRANCISCO via Shanghai, Japan Ports & Honolulu. | | |
| TAIYO MARU | ... | Wednesday, 18th Oct. |
| TENYO MARU | ... | Wednesday, 30th Oct. |
| SEATTLE, VICTORIA via Shanghai & Japan Ports. | | |
| MISEHIMA MARU | ... | Monday, 21st Oct. |
| IYO MARU | ... | Monday, 4th Nov. |
| LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez. | | |
| HARUNA MARU (Calls Hall) | ... | Saturday, 5th Oct. |
| KAMO MARU | ... | Saturday, 19th Oct. |
| SYDNEY & MELBOURNE via Manila & Ports. | | |
| AKI MARU | ... | Wednesday, 23rd Oct. |
| KAGA MARU | ... | Wednesday, 20th Nov. |
| POMBAY via Singapore, Penang & Colombo. | | |
| † TOTTORI MARU | ... | Saturday, 25th Sept. |
| AWA MARU | ... | Friday, 11th Oct. |
| SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama. | | |
| GINYO MARU | ... | Tuesday, 29th Oct. |
| SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports. | | |
| HAKATA MARU | ... | Monday, 21st Oct. |
| NEW YORK, BOSTON, HAVANA via PANAMA. | | |
| † TOBA MARU | ... | Tuesday, 1st Oct. |
| † LISBON MARU | ... | Friday, 11th Oct. |
| LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles. | | |
| † LIMA MARU | ... | Saturday, 12th Oct. |
| CALCUTTA via Singapore, Penang & Rangoon. | | |
| † GENOA MARU | ... | Wednesday, 9th Oct. |
| SHANGHAI, KORE & YOKOHAMA. | | |
| † BENGAL MARU (direct Chemulpo) | ... | Thursday, 26th Sept. |
| SIBERIA MARU | ... | Friday, 27th Sept. |
| ATSUTA MARU | ... | Tuesday, 1st Oct. |
| † Cargo only. | | |
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"BRITISH PRINCE" Sails New York 21st Sept. arrives H.K. 7th Nov.
"JAPANESE PRINCE" " " 5th Oct. " " 21st
"SIAMSE PRINCE" " " 10th Oct. " " 5th Dec.AGENTS: FURNESS (FAR EAST), LTD. Phone C. 2165.
KING'S BUILDING.

Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 18,900 TONS;
THROUGH CARGO
30,300 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:

| Ship | Cargo for H.K. | Through Ports |
|----------------|----------------|---------------|
| British | | |
| Talithybius | 1,870 | — |
| Bennoek | — | 3,700 |
| Chak Sang | 530 | — |
| Tsingtao | 940 | 910 |
| Antung | — | 750 |
| Taan | — | — |
| Shanghai | 210 | 530 |
| Euphorbia | 2,500 | 2,330 |
| Calcutta | 5,350 | 7,850 |
| American | | |
| Margaret | — | — |
| Everett | 280 | 40 |
| S. Francisco | 1,090 | 2,360 |
| German | | |
| Bengalnd | — | 5,270 |
| Dairen | — | — |
| Katze | — | 2,330 |
| Hongay | 2,330 | — |
| Danish | | |
| Asia | — | 8,560 |
| Michael Jensen | 1,200 | — |
| Singapore | 1,200 | 8,560 |
| Norwegian | | |
| Miram | — | — |
| Bangkok | 700 | — |
| Japanese | | |
| Onoda | — | — |
| Mikie | 4,000 | — |
| Seattle Maru | — | 5,470 |
| Calcutta | 620 | — |
| Kangura | — | — |
| Maru | — | — |
| Yokohama | 40 | 300 |
| Kumakata | — | — |
| Maru | — | — |
| Keelung | 730 | 800 |
| Total | 18,900 | 30,300 |

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:

| Ship | Arr. | Dep. |
|-----------|------|------|
| British | 6 | 4 |
| Japanese | 4 | 4 |
| Norwegian | 1 | 0 |
| Chinese | 4 | 3 |
| Danish | 2 | 0 |
| Dutch | 0 | 1 |
| German | 2 | 0 |
| American | 2 | 1 |
| Total | 21 | 13 |

SHIPS IN HARBOUR.

The following vessels were in port yesterday:

Wharves: — Kowloon: Sphinx, Empress of France, Seattle Maru, President Jefferson, Bennoek, Tango Maru, Gen. Helinger, Douglas Lapaik: Huiyang; Quarry Bay: Benlomond; Saikong: Wing Wo.

Docks: — Kowloon: Hav; Taikoo: Changchow, Utrecht, Yingchow, Hafthor, Solviken.

Buoys: — Al Siberia Maru, A2 Tjikembang, A3 Kamakura Maru, A4 Talithybius, A5 Benlomond, A6 Rakuyo Maru, A8 Asia, B9 Shantung, A10 Tjearoca, C15 Promin.

ent, C17 Tsang Woo, B24 Cremer, A23 Towa Maru, A26 Margaret Dollar, A27 Kweiyaang, B28 Hwang-sang, C33 Chipping, C35 Michael Jensen, B36 Helikon, C38 Tonkin, C40 Hiram, B31 Euphorbia.

DAILY WATERFRONT NEWS.

DANGEROUS LIGHTS.

Seven fishermen were summoned before Commander G. F. Hole at the Marine Court yesterday morning for failing to provide proper shades to their lights while bright light fishing at Tsun Wan Bay. Lance-Sergeant Taylor prosecuted and the defendants pleaded guilty. His Worship imposed a fine of \$5 in each case.

Harbour Notification.

A notification to Mariners relative to the Cust Rock Light Buoy has been issued from the Harbour Office to the effect that from October 7, 1929, the Cust Rock Light Buoy will be withdrawn and a white light, flashing every three seconds at the height of 20 feet, will be exhibited from the tower in Lat. 22° 17' 50" N. and Long. 114° 10' 55" E. Royal Observatory W.T. mast bearing 294, distant 2,300 feet. Charts affected are Nos. 1459, 3979, and 1468.

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday: — Antung (Br.), Amoy, Swatow, 1,371; Tean (Br.), Shanghai, Swatow, 36; Michael Jensen (Dan.), Singapore, Hoihow, 440; Huiyang (Nor.), Bangkok, 79; Seattle Maru (Jap.), Calcutta, Singapore, 37; Kanagura Maru (Jap.), Yokohama, Moji, 509; Cheong On (Chi.), Shanghai, Tak Hing (Chi.), Antow, 118; Total, 2,659.

PASSENGER TRAFFIC FIGURES.

The weekly passenger traffic figures for the week ending September 21 are issued from the Harbour Office as under: —

| Ship | Arr. | Dep. |
|----------------------|--------|--------|
| Ocean going steamers | 11,789 | 10,633 |
| River steamers | 21,798 | 23,936 |
| Junks and launches | 703 | 518 |
| Total | 34,290 | 35,189 |

ARRIVALS.

September 23.

Euphorbia, British str., 2,010 tons, Capt. J. Donnelly, from Calcutta, buoy No. B51—Berg & Co.

Margaret Dollar, American str., 4,000 tons, Capt. H. T. Payne, from Amoy, buoy No. A26—A.M.L.

Talithybius, British str., 6,514 tons, Capt. G. A. Flynn, from Nagasaki, buoy No. A4—B. & S.

September 24.

Asia, Danish str., 4,490 tons, Capt. E. H. Jorgensen, from Hankow, buoy No. A8—John Manners & Co.

Chenan, British str., 1,355 tons, Capt. A. Cook, from Canton, buoy No. B21—B. & S.

Chung Kong, Chinese str., 447 tons, Capt. K. Shan, from Tourane, buoy No. B38—Yau Lee S.S. Co.

Daifuku Maru, Japanese str., 2,557 tons, Capt. S. Klamura, from Mike, Yamanashi—M.B.K.

Deli Maru, Japanese str., 1,392 tons, Capt. T. Yamamoto, from Canton, O.S.K. Wharf—O.S.K.

General Metzinger, French str., 5,534 tons, Capt. J. Brun, from Marseilles, Kowloon Wharf—M.M.

Haydrot, Norwegian str., 713 tons, Capt. Fingalsen, from Hainphong, buoy No. C43—Sang Lee S.S. Co.

Kaying, British str., 1,572 tons, Capt. F. A. Lovegrove, from Swatow, buoy No. B11—B. & S.

Limchow, British str., 1,416 tons, Capt. Morganti, from Hoihow, buoy No. C41—Sing Kee & Co.

Michael Jensen, Danish str., 1,342 tons, Capt. H. Inland, from Hoihow, buoy No. C33—China Seng Hong.

Sphinx, French str., 11,374 tons, Capt. G. Sabiani, from Yokohama, Kowloon Wharf—M.M.

Tango Maru, Japanese str., 6,893 tons, Capt. M. Nakamura, from Japan, Kowloon Wharf—N.Y.K.

CLEARANCES.

September 24.

Asia, for Singapore.

Empress of France, for Shanghai; Gen. Metzinger, for Shanghai.

Huiyang, for Swatow.

Hang Sang, for Swatow.

Kanagawa Maru, for Singapore.

Kweiyaang, for Hoihow.

Margaret Dollar, for Manila.

Prominent, for Saigon.

President Jefferson, for Manila.

Sphinx, for Saigon.

Tango Maru, for Manila.

PASSENGERS.

Departures.

Passengers departed per A.M. liner President McKinley yesterday: — Mr. R. H. Whitfield, Dr. H. Huber, Mrs. C. Miller, Mr. P. L. Newcomb, Mr. and Mrs. Campos, Miss Dolores Campos, Miss Mercedes Campos, Miss Marie Campos, Mr. W. E. Antrim, Mr. T. J. Kethals, Mrs. Ellen Robinson, Mr. and Mrs. Chas. McClelland, Misses M. and E. Soares, Mr. K. K. Lee, Mr. S. F. Fung, Mrs. H. K. Lao, Miss E. Carvalho, Mr. C. C. Pan, Mr. Y. W. Lee, Mr. A. Hiu, Mr. E. S. Kwok, Miss Tsang, Mr. Frank Lee, Mrs. C. S. Remedios, Mr. Yan Chor Wing, Mr. Lau Yuen, Mr. Li Shi, Mr. Ng Tung, Mr. Chan Wing How, Mr. Tse Cheo Nam, Mr. Jung Gin, Mr. Sum Yoke Gun, Mr. Chan Sk Chou, Mr. Kom Chok Let, Miss Chan Suey Heung, Mr. Chin Quock Lin, Mr. Jung Yuen, Master Jung Kee, Mr. Kwong Chong, Mr. and Mrs. En Sai Tai, Major and Mrs. P. L. Thomas, Master Booth Thomas, Mr. E. L. Whitney, Mr. C. B. Edmondson, Mrs. V. N. Fernandez, Master Edward Fernandez, Miss Josephine Fernandez, Miss J. Lardizabal, Mrs. R. P. Strong, Mr. S. G. Smith, Mr. Raymond, Mr. and Mrs. Ward Raymond, Mr. Shaihin, Mr. C. H. Chu, Mrs. Hui, Mr. H. K. Wong, Miss E. M. Adair, Mr. H. K. Wong, Mr. Ng So Cheong, Mr. Wong Yung, Miss Wong, Mr. Wong Shi, Mr. Yeung Pink Yuk, Miss L. M. Cruz, Miss F. Cruz, Mr. Siu Chow Ming, Mr. Chow Goon Git, Mr. Jong King Hin, Mr. Ng Ho, Mr. Chu Yuet Lan, Mr. Fung Ka, Mr. J. Choi, Mr. Wong So, Mr. Toy Shee, Mrs. Jung Lee Shee, Mr. Ma Chui Kong, Mr. Gee Poy Oak, Mr. Woo Wing Choy, and Mr. Leung Lee Fong.

BANK LINE LTD.

AGENTS FOR.

ELLERMAN & BUCKNALL S.S. CO., LTD.

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UNITED KINGDOM & CONTINENT

"CITY OF PEKIN" ... London, Rotterdam, Amsterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE

"CITY OF NORWICH" ... via Suez Canal ... 6th October
"CITY OF CARDIFF" ... via Suez Canal ... 5th November

ALSO AGENTS FOR.

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BOSTON, NEW YORK, BALTIMORE &

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"DEEBANK" ... 1st October

MAURITIUS & SOUTH AFRICA

"TINHOW" ... 28th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Gullman, Ilo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Natal, Luderitz Bay, Walvis Bay and Madagascar.

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MAIL AND PASSENGER STEAMERS

STRAITS, JAVA, BULMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government)

| Steamship | | | |
|---------------|--------|---------------------|------------------------------------|
| "MANTUA" | 10,946 | 25th Sept. | Noon Bombay, Marseilles and London |
| "KARMA" | 8,125 | 12th Oct. | Mars. L'don, Hull, B'dm. & A'warp. |
| "MIZAPOR" | 8,125 | 18th Oct. | Straits, Colombo & Bombay |
| "KALYAN" | 9,144 | 25th Oct. | Mars. L'don, Hull, B'dm. & A'warp. |
| "NAGPORE" | 8,283 | 2nd Nov. | Mars. L'don, Hull, B'dm. & A'warp. |
| "MACEDONIA" | 11,120 | 9th Nov. | Bombay, Mars. & L'don (A'warp.) |
| "KASHGAR" | 9,008 | 23rd Nov. | Mars. L'don, Hull, B'dm. & A'warp. |
| "RAWALPINDI" | 16,819 | 7th Dec. | B'way, Mars. & L'don |
| "BELTANA" | 16,819 | 14th Dec. | Mars. L'don, Hull, B'dm. & A'warp. |
| "MALWA" | 10,980 | 21st Dec. | Marseilles and London. (A'warp.) |
| "KHYBER" | 9,114 | 29th Dec. | Mars. L'don, Hull, B'dm. & A'warp. |
| 1930 | | | |
| "RAJPUTANA" | 16,868 | 4th Jan. | B'way, Mars. & L'don. |
| "LAHORE" | 8,304 | 11th Jan. (Mars.) | L'don, Hull, B'dm. & A'warp. |
| "KHYBER" | 9,114 | 18th Jan. | Mars. L'don, Hull, B'dm. & A'warp. |
| "JEYPORE" | 9,114 | 25th Jan. (Mars.) | L'don, Hull, B'dm. & A'warp. |
| "MANTUA" | 10,946 | 1st Feb. | Bombay, Marseilles and London. |
| "KARMA" | 8,125 | 15th Feb. | Mars. L'don, Hull, B'dm. & A'warp. |
| "MACEDONIA" | 11,120 | 1st Mar. | Marseilles and London. |
| "KALYAN" | 9,144 | 15th Mar. | Mars. L'don, Hull, B'dm. & A'warp. |
| "RAWALPINDI" | 16,819 | 29th Mar. | Bombay, Marseilles and London. |
| "MALWA" | 10,980 | 12th Apr. | Bombay, Marseilles & London. |
| "RAJPUTANA" | 16,868 | 26th Apr. | do. |
| "KHYBER" | 9,114 | 10th May | Marseilles & London. |
| * Cargo only. | | * Calls Casablanca. | |
| | | * Calls Karachi. | |

POST OFFICE NOTICE.
INWARD MAILS.

| FROM | PER | DATE |
|---|------------------|------------|
| JAVA & BATAVIA | Tjikembang | 25th Sept. |
| SHANGHAI & AMOY | Chinhua | 25th Sept. |
| SHANGHAI & SWATOW | Buayang | 25th Sept. |
| STRAITS | Nelore | 25th Sept. |
| SWATOW | Cremor | 25th Sept. |
| SHANGHAI & AMOY | Kanchoo | 27th Sept. |
| EUROPE via "Uzi" (Letters & papers, London, 29th Aug. & parcels 2nd Aug.) | Kalyan | 28th Sept. |
| U.S.A. (Seattle, 7th Sept.), Canada, Japan & SHANGHAI | Pres. Grant | 27th Sept. |
| SHANGHAI | Manila | 27th Sept. |
| MANILA | Pres. Hayes | 30th Sept. |
| MANILA | P. J. Jefferson | 30th Sept. |
| MANILA | Alanta Maru | 30th Sept. |
| CANADA (Victoria, B.C., 12th Sept.), U.S.A. & SHANGHAI | Emp. of Victoria | 30th Sept. |
| JAPAN | Bermy. Maru | 2nd Oct. |
| U.S.A. (San Francisco, 8th Sept.), HONOLULU, JAPAN & SHANGHAI | Pres. Adams | 5th Oct. |
| MANILA | Rup. of Russia | 6th Oct. |
| MANILA | Pres. Grant | 6th Oct. |
| U.S.A. (San Francisco, 18th Sept.), HONOLULU, JAPAN & SHANGHAI | Pres. Grant | 7th Oct. |
| AUSTRALIA & MANILA | Arata Maru | 7th Oct. |

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

| FOR | PER | DATE & TIME |
|---|-----------------|---|
| Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 1st Oct. | Tungo Maru | Letters 9.30 a.m. |
| Fort Bayard | Wing Wo | 11.00 a.m. |
| Amoy | Michael Johnson | 12.30 p.m. |
| Amoy | Tjikembang | 12.30 p.m. |
| Amoy | Chenhua | 3.30 p.m. |
| Amoy | Tai Ming | 4.30 p.m. |
| Shanghai | Nelore | Reg. Letters 6.00 p.m. |
| Amoy & Formosa via Swatow | Dei Maru | Thursday, 25th, 10.30 a.m. |
| St. Paul & Canton | Chenhua | 10.30 a.m. |
| St. Paul & Canton | Chenhua | 10.30 a.m. |
| Shanghai and Japan | Siberia Maru | Friday, 27th, 8.30 a.m. |
| Swatow, Amoy & Poochow | Chinhua | 1.00 p.m. |
| Shanghai | Chinhua | 1.30 p.m. |
| St. Paul, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 25th Oct. | Manila | Par. 27th, 5.00 p.m. Reg. 28th, 9.45 a.m. Letters 10.30 a.m. |
| Saigon | Helikon | Saturday, 28th, 2.30 p.m. |
| Manila | Pres. Grant | 4.30 p.m. |
| Hoihow, Pakhoi & Haiphong | Lamchow | Sunday, 29th, 8.30 a.m. |
| Shanghai | Kanchoo | 9.00 a.m. |
| Bangkok via Swatow | Kanchoo | 9.00 a.m. |
| Japan, Canada, U.S.A., Central & South America & EUROPE via Victoria, B.C.—due Victoria, B.C., 21st Oct. | Pres. Jefferson | Monday, 30th, 8.30 p.m. Reg. 31st, 9.45 a.m. Letters 10.30 a.m. |
| Shanghai | Pres. Jefferson | 3.00 p.m. |
| Swatow and Amoy | Anking | 3.30 p.m. |

* Superscribed correspondence only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$8,000,000
Silver \$14,000,000

Reserve Liability of Proprietors \$30,000,000

Head Office: Hong Kong.

Board of Directors:
N. S. BROWN, Esq., Chairman.
W. H. BELL, Esq., Deputy Chairman.
Hon. Mr. B. D. W. L. Pattenden,
F. Beith, Esq.
A. H. Compton, T. E. Pearce, Esq.
M. T. Johnson, J. A. Plummer, Esq.
B. Lander Lewis, J. P. Warren, Esq.
Chief Manager:
Hon. Mr. A. C. HYNES.

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CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms on which will be quoted on application.
Hong Kong, 17th Apr., 1929. [38]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG AND SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. \$4,000,000.00

HEAD OFFICE:
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An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. \$900,000,000.
D. M. BIGGAR, Manager.

NEDELANDESCHE HANDELSMAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS
Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital Gldrs. 150,000,000. (E12,500,000.)

Paid-Up Capital Gldrs. 50,000,000. (E3,600,000.)

Reserve Fund Gldrs. 40,000,000. (E3,333,333.)

Head Office: Amsterdam.
Eastern Head Office: Batavia.
BRANCHES: London, Calcutta, Rangoon, Bombay, Hong Kong, Shanghai, Hankow, Swatow, Amoy, Poochow, Canton, Kowloon, Singapore, Malacca, Patani, Haiphong, Manila, Tientsin, Hankow, Mukden, Tokyo, Harbin, Nanking, Tsingtao, Yokohama, Peking.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.
P. M. ELBERG, Manager.
Hong Kong, 27th May, 1929. [34]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
Authorized Capital \$11,000,000
PAID-UP CAPITAL 8,000,000
RESERVE FUND 800,000

BRANCHES:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK AND SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, Ltd.
Correspondents

In all Principal Cities of the World. Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POONG SHAN, Manager.

Hong Kong, 29th June, 1927. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES & BRANCHES:

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Foreign Exchange and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
Hong Kong, 9th Jan., 1929. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid-up 50,000,000
Special Working Capital 50,000,000
Reserves 22,319,000

BRANCHES:
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BANKERS:
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London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana, Banca Commerciale di Roma.

Every description of Banking and Exchange Business transacted. Correspondents throughout the world.

A. ROLLIN, Manager.
Hong Kong, 1st July, 1929.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £23,000,000
Subscribed Capital £1,500,000
Paid-up Capital £1,080,000
Reserve Fund and Ret. £1,612,047

BRANCHES:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: New York, London, Hong Kong, Shanghai, Hankow, Swatow, Amoy, Poochow, Canton, Kowloon, Singapore, Malacca, Patani, Haiphong, Manila, Tientsin, Hankow, Mukden, Tokyo, Harbin, Nanking, Tsingtao, Yokohama, Peking.

Hong Kong BRANCHES: Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
Queen's Road Central.
Hong Kong, 12th April, 1929. [29]

THE BANK OF CHINA.

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$50,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,564,308.69

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Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE TRUST COMPANY, THE COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted. Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.
Hong Kong, 29th June, 1927. [28]

AS COOL
IN SMOKING
AS A
CIGARETTE
CAN BE

Will's

GOLD FLAKE

The All-Virginia Cigarette

This advertisement is printed in the Hong Kong Daily Press Co. (Limited) Ltd.

EO-18

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserve Fund Frs. 102,000,000.00

BRANCHES:
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BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Bank; Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted. Safe Deposit Boxes to let.
A. LECOT, Manager.
Hong Kong, 2nd May, 1928. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund Yen 108,500,000

Head Office: YOKOHAMA.

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H. MORI, Manager.
Hong Kong, Sept. 11, 1929. [35]

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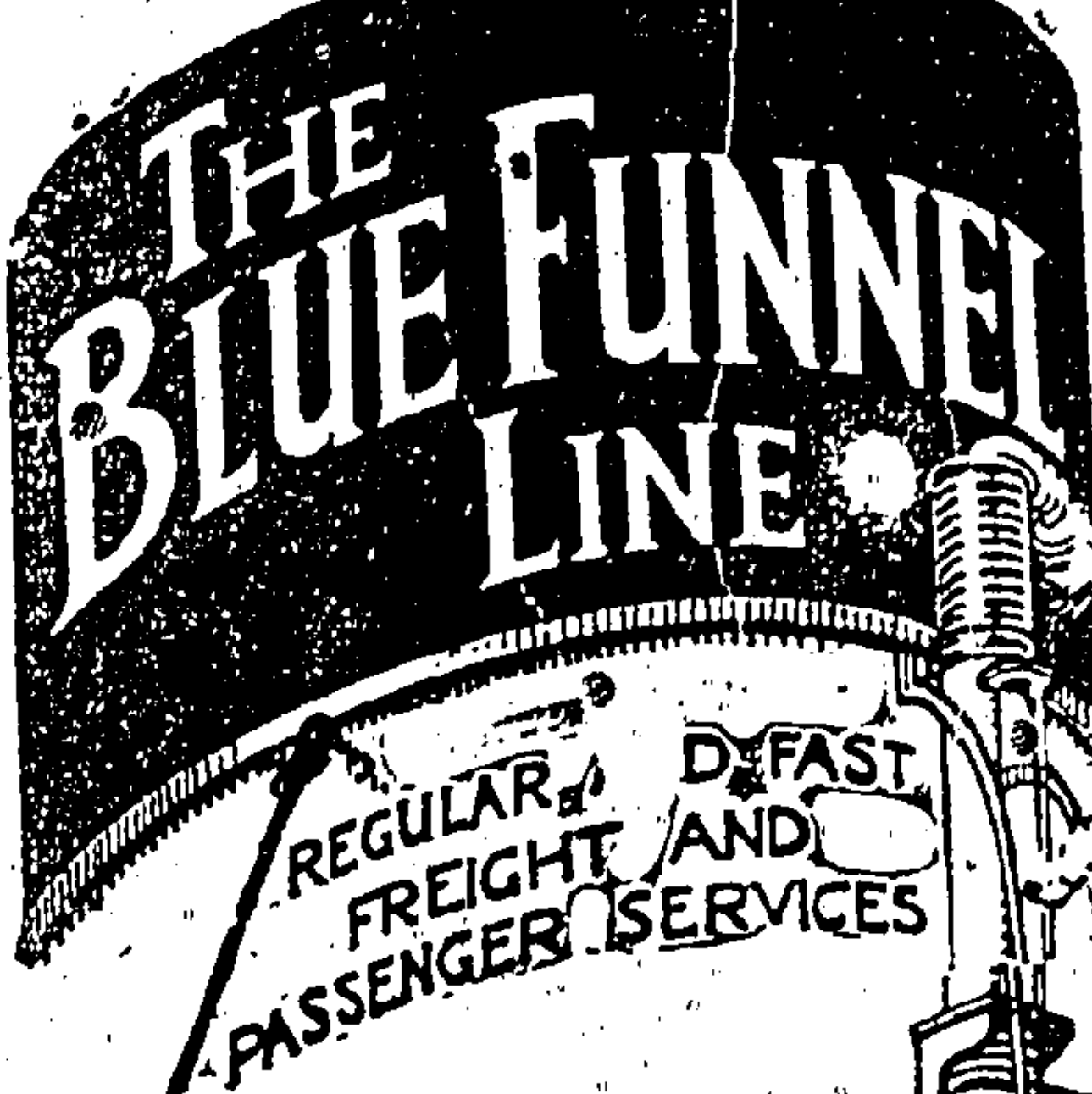
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